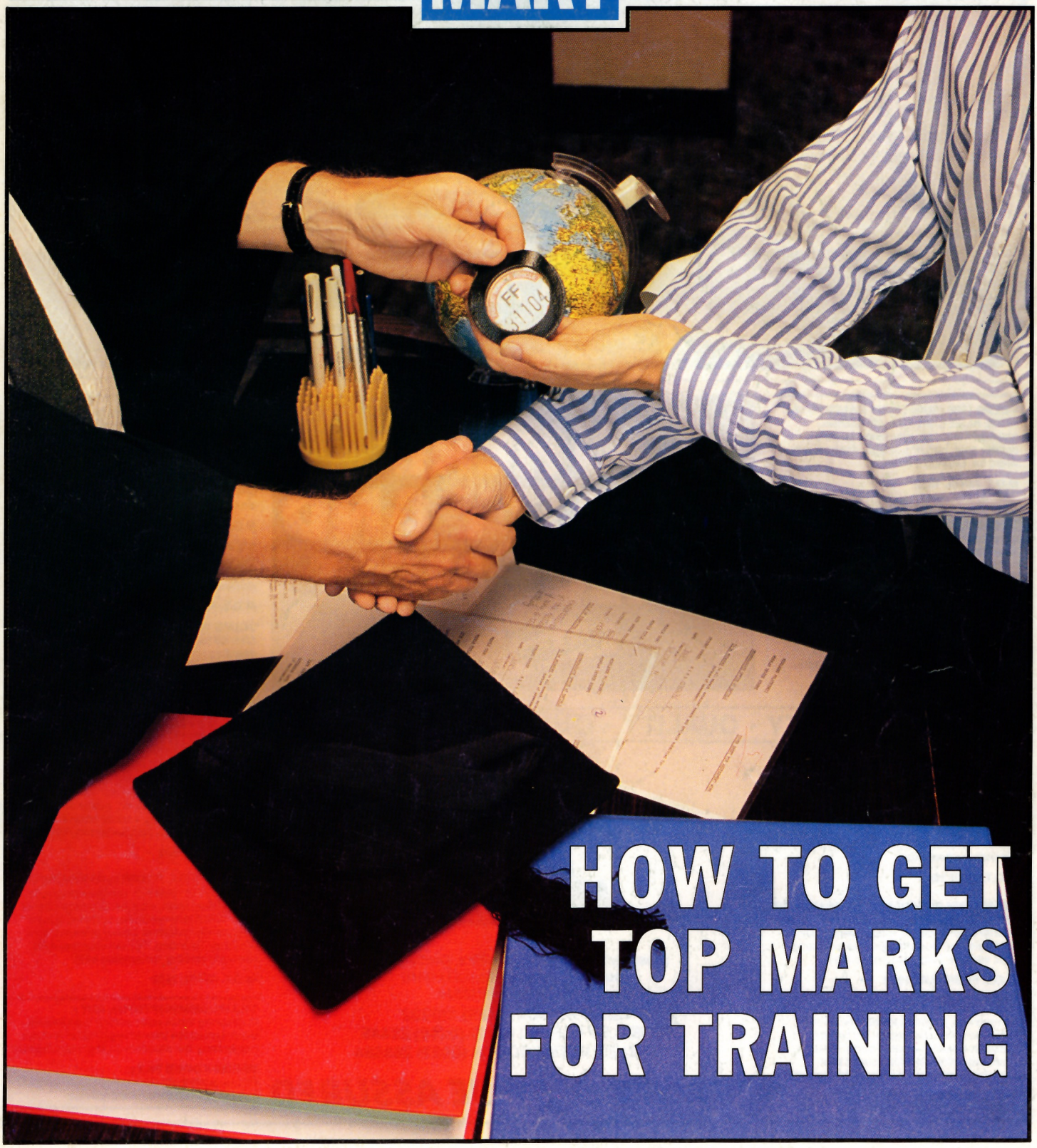
COACH MART

The weekly for the coach industry

Issue 654 £1

August 29th, 1991



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VOLVO

1987 B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No.1050.

1983 B10M Jonckheere P599, 48 seats, 6 speed gearbox, curtains, toilet, drinnks machine, MoT 29.11.91. Stock No. R037.

1980 B58 Caetano Alpha, 11 metre, 51 seats, power door, Telma, white livery, red moq, MoT 27.01.92. Stock No. 0014.

1980 B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No.0012.

1973 B58 Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91. Stock No. 1047.

AEC

1977 Plaxton Express, 53 seater, semi-auto gearbox, Bristol Dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No.0006.

BEDFORD

1980 PJK, 29 seat, Duple Dom, MoT 16.09.91. Stock No. 0007.

1975 YRQ Plaxton, 45 seats, power door, side lockers, private plates, MoT 17.09.91. Stock No. 1062.

LEYLAND

1981 Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white, MoT 23.08.91. Stock No. M9012.

1981 Leopard Plaxton Supreme, 12 metre, 49 recliners, 6 speed ZF gearbox, cream interior, autumn tint moquette. Choice of 2, MoTs 29.08.91 and 25.10.91 Stock No. 9010 & 9011.

1980 Leopard Plaxton Supreme, 11 metre, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No. 9009.

SCANIA

1986 K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock Number 1063.

1986 Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No. 0021.

CUMMINS

1985 Duple 425 (Cummins), 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat. Stock No. 1070.

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WHERE QUALITY AND VALUE MEET

VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for T.V./video, all white.

M.O.T. APRIL 1992

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, seats trimmed in grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.

M.O.T. FEBRUARY 1992

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, autumn moquette, demountable toilet, continental door, TELMA retarder, cream.

M.O.T. FEBRUARY 1992

BOVA 1988 FUTURA FHD 12.290 INTEGRAL 12M, 49/53 str (44/48 recliners + 5 fixed at rear), duo red moquette, centre sunken demountable toilet, continental entrance/exit door, driver's berth, double glazed tinted side windows, curtains, power operated entrance door, courier seat, white/beige/orange.

M.O.T. FEBRUARY 1992

BOVA 1983 EUROPA II INTEGRAL 12M, 53 str (48 recliners + 5 fixed at rear), brown moquette, courier seat, curtains, power entrance door, Webasto heating, white/red.

M.O.T. FEBRUARY 1992

VOLVO 1983 B10M VAN HOOL ALIZEE-H 12M, 53 recliners, blue moquette, power operated entrance door, wired for T.V./video, white/blue.

M.O.T. JANUARY 1992

QUALITY · QUALITY · QUALITY · QU… …ALUE · VALUE · VALUE · VALUE ·

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet + continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.

M.O.T. JULY 1992

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.

M.O.T. FEBRUARY 1992

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.

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M.O.T. JULY 1992

DAF 1987 DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for T.V./video, TELMA retarder, ABS anti-lock braking, cream/duo blue.

M.O.T. APRIL 1992

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In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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Walter Alexander chief executive, Ian Galloway (right), hands over biggest UK bus order to Charles Evans of Lothian Region Transport.

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COMMENT

THE depth of Britain's economic recession was underlined last week when The British Chamber of Commerce revealed that a staggering 20,000 businesses had gone under in the first six months of the year.

Analysts says the total - the highest ever recorded - is still rising. It represents one in 50 of all active, registered companies failing, and is married to a 67 percent rise in insolvencies in the same period when compared to last year.

When the *FT* and *Daily Telegraph* find it impossible to agree with Chancellor, Norman Lamont, and the Prime Minister, that the end of the recession is nigh, and finds backing for its opinion from the Confederation of British Industry, one has to ask whether the Government doesn't owe itself a more accurate calculator.

Whatever the forecast, the fact is that unemployment is growing at an embarrassing rate for the Government despite its best attempts to restructure the figures. Readers do not need *Coachmart* to tell them that this is not good news for operators. Workers at Greater Manchester Buses are paying for the pinch with 330 jobs. Elsewhere bus and coach companies are cutting back wherever they can in an attempt to weather the storm.

But the cloud may have a silver lining despite casting a gloom over the economic landscape. One only has to look through car showroom windows to see chewed pencils on the salesman's desk. A glimpse round the back and you'll see a queue of old cars awaiting repair.

Commuters, car owners and the public in general are looking for ways to save money. From the full diaries of many coach operators it is plain that coach travel is seen as one way to do this.

But operators should be making certain that money isn't being saved at their expense. Demand is high and good coaches are hard to come by. Charge the rate for the job.

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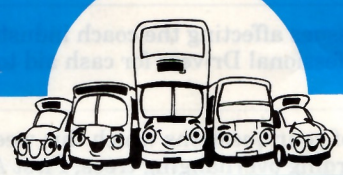

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■BUS

London Forest MD quits

LONDON Forest, which has just emerged from a bitter month-long drivers' strike, has been rocked by the surprise resignation of its managing director and the arrest, by police investigating fraud, of one of its finance staff.

However, it has been stressed that managing director Tom Young's departure is in no way connected with police investigations. A spokeswoman for London Buses told *Coachmart:* 'There is no connection between Mr Young and the arrest of a member of the finance staff.'

The company has drafted in Graham Elliott, London Buses' network services manager and a non executive director of fellow LB subsidiaries Selkent and London General. He has been appointed acting managing director while the current situation at the troubled company is being reviewed.

A spokeswoman at New Scotland Yard confirmed to *Coachmart* that a man was arrested in connection with a police inquiry into alleged fraud at London Forest Travel. She added that he had been released pending further inquiries.

London Forest operates 43 bus routes from four garages in Ash Grove, Hackney, Leyton and Walthamstow.

In June it became embroiled in a dispute with its drivers over its bid for 11 LT routes in Walthamstow. The contract depended on a package of wage cuts which the Transport & General Workers' Union found unacceptable.

London Transport has since awarded the contentious contracts - due to start in November - to private operators in the capital and put a question mark over the future of the Walthamstow garage.

London Forest has already declared its intention to close its Leyton garage.

Tom Young: surprise resignation.

■BUS

Job cuts are feared at Highland Bus and Coach

WORKERS at loss-making Highland Bus and Coach are bracing themselves for redundancies as its new owners strive to put the company back into profit.

Local newspaper reports predict that the workforce of 250 could be trimmed by as much as 90, although director, Guido Crolla, refused to confirm this.

He told *Coachmart:* 'We have put a package of revised terms and conditions to the staff and the number of redundancies depends on discussions with them.'

Highland staff were given news of the proposals only days after its new owners moved into the company's headquarters in Seafield Road, Inverness. A joint venture company - involving Rapson's of Alness and Glasgow-based Clansman Travel - acquired Highland, which operates bus and coach services in the north of Scotland, in the Scottish Transport Group sell-off.

Letters were distributed to employees at the company's eight depots. It is claimed that the proposals include up to 90 redundancies across all grades and cuts in wages and overtime. Meetings with staff were taking place this week and the result is expected to be announced soon.

Mr Crolla said that Highland, which runs 140 coaches and buses, has been making losses for the last four years.

It is understood that it has lost £500,000 so far this year. This follows a reported deficit of £400,000 in 1990.

'The situation at Highland is not getting any better and losses need to be stemmed. We want to increase our market share and get the company running profitably,' added Mr Crolla.

■NEW COMPANY

Challenge to Luton & District

A CONSORTIUM of five former Luton & District Transport managers has formed its own company and looks likely to challenge its former employer on routes in Bedfordshire and Hertfordshire.

Challenger Transport of Kempston has applied to the traffic commissioner for the eastern traffic area for a licence to operate 20 vehicles. The nominated transport manager is Andrew Stokes of Luton.

Mr Stokes confirmed that his new company would be acquiring a fleet of vehicles, but refused to say whether it would be buying buses or coaches or reveal the nature of the business. However, he told *Coachmart* that the new company would be running in Bedfordshire and Hertfordshire - Luton & District's operating heartland.

'It is too early to reveal our exact plans, but we hope to start operating in November,' said Mr Stokes. Although he would not reveal all those who make up the consortium, Mr Stokes said that former L & D employee, Paul Woolmore, would be looking after the engineering side of the new business.

● An application for a five-vehicle licence has been made to the eastern traffic area by Keith Williams - trading as Alban Coaches of St Albans.

W G Luttitt of High Wycombe, Bucks - trading as Hazlemere Mini Coach Service - has also applied to the commissioner for a PSV operator's licence to run five vehicles.

■TRANSPORT POLICY

Shropshire seeks policy views

SHROPSHIRE County Council is seeking comments by the end of next month on its recently published Public Transport Policy Document.

The document - the first produced by the council since May 1986 - includes 18 new transport policies which cover most aspects of transport in Shropshire, including supported bus services, promotion and publicity, park and ride, bus fares and transport for the elderly and disabled.

After comments from operators and the public, the final version will be published in December this year.

Copies of the draft policy document are available from all libraries in the county and Shire Hall in Shrewsbury.

BRIEFS

● BATOYLE, the Huddersfield-based blender and distributor of lubricants to the bus and coach industry, has acquired Freedom Lubricants of Sheffield for £1.8 million.

The deal - backed by investment capital group, 3i - will double the company's turnover to around £10 million.

● THE Metropolitan Police has warned coach operators that the Greater London Run from and to Surrey Quays, London on Sunday, September 8 will mean the closure of parts or all of Tooley Street, Tower Bridge, Tower Bridge Road, Jamaica Road, Lower Road and Rotherhythe Tunnel from approximately 9 am to 11 am.

● SOUTHAMPTON operator, Solent Blue Line, has produced a new edition of its award winning bus map.

Its Journey Planner Map and Day Out Guide features a full colour route with each group of services shown in a separate colour.

Copies are currently available free of charge from Solent Blue Line offices and around 40 agents.

● ALMEX GmbH, the German subsidiary of Cirencester-based Almex International, has won an order worth more than £5 million to supply a management information system - including 2,100 electronic ticket issuing machines - to the BVB BVG Berlin Bus fleet.

● FOLLOWING the reorganisation of the Mercedes-Benz Hampshire commercial vehicle operations last month, Scotts Commercials of Andover, Hampshire, has been appointed as a new service agent with the full support of Spartrucks of Fareham and Mercedes-Benz.

■BUYOUT

Western Scottish buyout to go ahead

WESTERN Scottish is to be sold to a management/employee team then split back into its post-deregulation companies.

Clydeside Buses will be resurrected once the sale of Western Scottish goes through, confirmed managing director, Alan Wilson, and then sold to the employee team which has Luton and District as its backers.

'Clydeside employees wanted to continue their own identity, established when it operated as a separate company shortly after deregulation,' said Mr Wilson - who has led the Western Scottish MEBO.

Western Scottish: to be split up after takeover.

'We agreed long ago it was the sensible thing to do, and gave an undertaking to split the company if our bid was successful.'

The Western Scottish MEBO is backed by Bank of Scotland capital, with Mr Wilson as managing director, Dorothy Bradley, finance director, David Toy, engineering director, Jim Lee, commercial director and two employee directors. Legal red tape will tie up the company and the Scottish Office for around six weeks as they finalise the deal.

Mr Wilson said the splitting of Clydeside roughly divides the company in half with around 900 employees and around 320 vehicles in each company. Following the split, he said Western had no radical plans but hoped to develop its engineering outfit.

'The central works has been marketed as Western Engineering, offering maintenance to other operators including the haulage industry. We have contracts with Blue Circle, the fire service and British Rail and we will be developing this side of our business,' said Mr Wilson.

'Fortunately the bus services in Scotland haven't been hit as hard by the recession as those in south-east England, so they have no major problems at present.'

Western Scottish runs around 30 coaches. Most of its coaching is for Scottish Citylink for whom it operates Ayr, Glasgow and Edinburgh services. It also has a modest private hire operation.

■NEW VEHICLE

Crosville Wales gets J reg Expressliner

THE first Expressliner to change hands with a J registration plate has been supplied to Crosville Wales by Roadlease Coach and Bus.

Christened 'Joey,' because of its registration number - J910 OEY - the Plaxton Paramount 3500 Volvo B10M Expressliner is finished to Rapide specification and livery.

It includes interiors trimmed in corporate moquette, featuring the double 'N' symbol, a Shades' servery and toilet/washroom.

The vehicle will operate on the Wrexham to London service on behalf of National Express, which was taken over in July by a consortium headed by the Drawlane group. Crosville was a subsidiary of National Express and the latest coach is the seventh Expressliner in the company's fleet.

Contract maintenance for the coach is supplied by Roadlease Coach and Bus.

■LIQUIDATION

Cork Gully moves in at Mercury Coaches

CORK Gully of Gloucester has been appointed liquidator to Mercury Coaches of Bournemouth, which was wound up earlier this month *(Coachmart,* August 8).

A spokesman for Cork Gully said it was 'still too early to make a comment as to what route our investigations will be taking.' The liquidators' agents have yet to make an inventory of the handful of rotting vehicles, parts and spares, office furniture, tools and machinery that are Mercury's only assets. He said the assets were estimated to be worth £2,450. Mercury's total liabilities are listed at £79,058.

Mercury Coaches was a trading name of House & Co Coaches Limited. Directors named by the liquidators were two House brothers and a Mr Goldsmith. Mercury traded from two addresses - an office in Boscombe and a garage at Bournemouth International Airport in Christchurch. Both properities were leased.

The liquidator is Nigel John Halls, Cork Gully, Lennox House, Beaufort Buildings, Spa Road, Gloucester, GL1 1XD.

■TOURS

Impact Holidays pulls out of Alpha Royale contracts

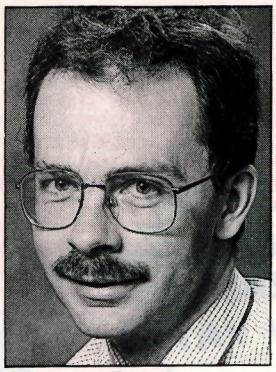
TOUR operator Impact Holidays cancelled contracts with Alpha Royale and dramatically repossessed its vehicles in mid-tour earlier this month.

In an amazing hold-up, two full Neoplan Skyliners were stopped by Impact staff while on their way home to Alpha's Scottish base. One vehicle was stopped at Ferrybridge service station in the east and the other at Carlisle in the west. Both were returning passengers from holidays in Spain.

Following the hold-ups, Impact staff took over the driving. But, when the coach returning up the east coast then pulled in for a routine stop at Newcastle, Alpha's traffic manager, John Burnside, and his assistant, Neil Wilkinson, boarded the vehicle. Police were called as they confiscated the keys and argued with the driver. The row continued for over two hours before an agreement was reached and the Impact staff drove it on to its destination at Edinburgh.

Although the holidaymakers did not know it, Impact had cancelled its two contracts with Alpha by fax following complaints from passengers that the coaches were dirty, the toilets filthy and the couriers dirty and unhelpful - charges Mr Burnside denies.

'They weren't dirty,' he told *Coachmart*. 'We called out the health inspectors and they gave them a clean bill of health. I did a shuttle myself and had glowing reports from passengers. I even got them back one-and-a-half hours early. We were doing an excellent job.'



Houston Ramm: says contract termination was mutually agreed.

Mr Burnside said Alpha rented the coaches from Impact's holding company, Voyager International, for £13,000 a month. Alpha was responsible for maintenance on top of that. 'I was fighting for David Gillespie (Alpha's owner),' he said. 'To save his business, his house and our jobs.'

Following the loss of contracts and repossession of the two Neoplans, Alpha laid off one fitter and eight drivers. The company, which was established two years ago, now runs just five executive coaches from its base in Kelty, Fife.

Houston Ramm, managing director of Impact Holidays, which claims to be the biggest shuttle operator in the UK following the demise of Coach Europe, confirmed that contracts had been cancelled. But he said the termination was mutually agreed: 'I take the view that they possibly expanded a bit too quickly. Let's just say that they seemed to be having quality problems.'

One of the contracts is currently being run by R&S Travel of Penrith. The other is being temporarily fulfilled by Voyager International.

●LICENSING

H and H Coaches has vehicle licence halved

SETTLE coach company, H and H Coaches, had its licence halved to two vehicles and the duration cut to a year.

Traffic commissioner, Fred Whalley, accused the firm of 'incompetence or neglect' after hearing that vehicle examiners had discovered loose wheel nuts, a bald tyre, faulty wiper blade and badly fitted wheel trim. Remedial work had been done but he warned the firm - which services school contracts - to be more co-operative with vehicle examiners in future.

●EMPLOYMENT

New strike threat at GMB over redundancy details

UNIONS Nalgo and the TGWU are threatening strike action at Greater Manchester Buses if conditions for voluntary redundancy are not improved.

GMB has already announced cost-cutting which will see the closure of four depots and the axing of 337 jobs. But TGWU secretary at the Bolton depot, Tony Fulop, has accused the giant municipal of 'squandering' money then expecting people's jobs to foot the bill.

The white-collar union Nalgo - 153 of its members may lose their jobs - has said it will ballot for industrial action if there are any compulsory redundancies, but says the package being offered for voluntary redundancy is unlikely to attract many takers.

At Altrincham - threatened with closure - unions have enlisted the support of local councillors and have even mooted the idea of an employee buyout.

They say the depot has cut its losses and is moving towards a profit.

■BRIEFS

● AN appeal against Tunbridge Wells Borough Council's refusal to allow two office blocks to be built on the site of the Maidstone and District Bus Company depot has been upheld by the Secretary of State for the Enviroment.

The decision means the company can now think about relocating to premises on an industrial estate.

● HEREFORD and Worcester County Council has stepped in with a subsidy to keep a bus route between Cleobury, Hereford, Ludlow and Birmingham running.

It had been in danger of the axe after operator Midland Red found it could not run it commercially.

The company will now run it as a subsidised service.

● A RECENT ballot has shown that more than 80 percent of the staff at the giant West Midlands Travel are in favour of the current employee buyout bid.

The company, which operates coach and bus services, is valued at around £60 million.

● OVER 40 companies - including Ford, Leyland DAF, Iveco Ford and Renault - will be exhibiting at the Minibus & Accessible Transport Exhibition, which takes place in the Norbreck Castle Hotel, Blackpool on Friday, September 6 and Saturday, September 7.

Admission to the event, which is open from 10.30 am to 6.30 pm (Friday) and 9.30 am to 4 pm (Saturday) is free.

● RETENDERING of a third of Shropshire County Council's bus services, which start next month, will cost an extra £36,000.

Tenders were invited in June from 60 bus and coach companies in the area for 70 contracts. Some 300 were returned from 30 firms.

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■SCHOOL CONTRACTS

'Durham Seven' to fight council

THE 'Durham Seven' - operators accused by the county council of anti-competitive practice - look set to take legal action against the local authority.

The companies, all members of the 50-strong East Durham and Sunderland Coach Operators Association (COA), claim that the reputations of the seven have suffered as a result of its decision to retender school contracts and refer them to the Office of Fair Trading under the Competition Act of 1980 (*Coachmart*, July 25).

Secretary of the COA, David Loyn, told *Coachmart* that it was seeking legal advice on the situation.

He said: 'Following all the publicity this case has received in the north east recently, people now think these guys are crooks. Their reputations have suffered.'

Mr Loyn also claimed that the retendered contracts have been awarded to operators who put in higher bids than some of his own members.

He added: 'Our members received letters rescinding the contracts because of allegations of anti-competitive practice and saying that the charge payers were not getting value for money.

'How can this be when the council then goes out and gives contracts to people tendering more than COA members. There has been some skulduggery going on somewhere.

'The COA was set up 18 months ago to re-educate ourselves. Since then we have been to bodies like the Freight Transport Association for proper costings and had talks from representatives of fuel and oil companies so that we could build up a proper picture of what we should be charging.

'After all our efforts the county council comes out with the anti-competitive practice accusation. It's ridiculous,' added Mr Loyn.

The retendered school contracts are due to start on Monday.

■COACH

Dorset Travel Services to move to new premises

NATIONAL Express joint venture company, Dorset Travel Services, is to move to purpose-built premises at Parkstone, near Bournemouth.

The company had been based at Bournemouth Transport's HQ but has now found a site at Sharp Road and is paying Fairhome Ltd to develop it with four workshop bays, offices and a fully-equipped yard to service its fleet of 21 express coaches - including some double-decks.

Managing director, John Price, was quick to scotch rumours that DTS has plans to go down the same road as Durham Travel Services and buy NE's 50 percent stake... or indeed sell its own stake to NE, recently bought by a consortium which includes Drawlane.

He said: 'The new depot represents a considerable investment, and one which we have been seeking to make for two years. I'm pleased to see things progressing. It is more central to our operations and reduces dead mileage. We hope to be moving there next Spring.'

DTS developers had faced opposition from local residents when they applied for planning permission to use the site, but local councillors visited the site themselves before deciding residents' complaints were 'pathetic.'

DTS operates National Express contracts almost exclusively, but Mr Price says the new site may give it greater flexibility in the future.

■EXPRESS SERVICES

Thames Transit service is a hit

THAMES Transit claims it is bucking the recession with its non-smoking Oxford-London motorway express service.

At a time when companies are allegedly in the doldrums and struggling to meet their financial targets and replace assets, Thames Transit and the Oxford Tube is enjoying its best ever year.

And the company - owned by Harry Blundred - has just taken delivery of a new coach - the sixth new vehicle this year - for its Oxford Tube service. The latest newcomer has a Volvo chassis and Ikarus body. The rest of the fleet will be replaced next spring.

■COACH

Richard celebrates *Coachmart* prize win

Richard Rees (left) celebrates receiving a case of champagne from Coachmart editor in chief, Mark Barton.

LUCKY winner, Richard Rees, general manager and director of Leon Motor Services, Finningley near Doncaster, has been presented with a case of fine champagne by *Coachmart* editor in chief, Mark Barton.

Richard was one of over 2,000 operators who returned forms to be included in this year's *Coachmart* Guide.

All the returned forms were put into a draw and Richard's was the first to be picked out.

Leon Motor Services runs 36 vehicles on bus services, tours and holidays.

The *Coachmart* Guide to the UK Coach and Bus Industry 1992 is available now and will be mailed out to all UK bus and coach operators who subscribe to *Coachmart*. Additional copies are available, priced £20.

If you are interested in receiving extra copies contact Janet James at EMAP Response, Wentworth House, Wentworth Street, Peterborough, PE1 1DS. Tel: 0733 63100. Fax: 0733 62656.

■FIXTURES

Book your place now on the *Coachmart* trip to Kortrijk

GET the best of both worlds - visit two major coach shows, courtesy of *Coachmart*.

We have arranged a package whereby coach operators can visit the BCC's Bus & Coach '91 exhibition and Kortrijk in Belgium... and all for just £25!

With the sponsorship of Midland United, Jonckheere UK, P&O Ferries, Ostende Tourist Office and the Astoria Hotel in Ostende, we are able to offer a 48-hour trip from the NEC in Birmingham to Kortrijk.

The party will depart on Sunday, October 20 and travel by Midland United coach to Felixstowe for the 2300 P&O ferry to Zeebrugge. Reclining seats have been booked, but cabins may be available at £11 per berth in a two-berth cabin.

Arrival at Zeebrugge is at 0700 after which the party will book into its hotel and then travel to Kortrijk. Free tickets for the show are available. After the show, the party will return to the Astoria Hotel for an evening meal (not included in the price).

The following morning is free before the trip to Calais to catch the 1715 P&O ferry to Dover. Arrival back in Birmingham is late evening.

For further details of the super value trip, contact Sue Cleaver at Midland United on 021 748 5767. The offer is on a first come first served basis and your place will be confirmed as soon as you send payment to Midland United. Write to: *Coachmart* Trip, Midland United, 18 Hargrave Close, Water Orton, B46 1QP.

You can arrange insurance by ringing Andrew Wilkinson at P&O on 0304 223866.

■BUS

Dennis is first with new Gardner engine

DENNIS has become the first bus manufacturer to fit the new Gardner LG1200 engine as original equipment.

An LG1200-powered Dominator double decker chassis has just been completed and will shortly be bodied for use as a demonstrator. Two three-axle Dragon double deckers destined for Kowloon Motor Bus Company are also being fitted with the engine.

Dennis, based in Guildford, Surrey, will be offering the engine at 230 bhp in the Dominator and 275 bhp on the bigger Dragon chassis. The LG1200 has been designed jointly by Gardner's in-house engineering team and Perkins Technology - the research and development arm of the Perkins Group.

Roger Heard, Dennis bus sales director, said: 'Our initial impressions are that the engine combines high torque and responsiveness, making it well suited to urban double deck operation.'

● Dennis has also announced its biggest single order outside London for the popular Dennis Dart. It has been placed by Go-Ahead Northern of Gateshead.

The North East's largest bus company has ordered 40 vehicles which will be divided between its five main operating subsidiaries. They will have the 10 m chassis and will be powered by the 130 bhp 5.9 litre Cummins engines.

■FIXTURES

Big turnout at RDA Show

NEARLY 800 exhibitors - representing destinations, hotels, ferry lines and the coach industry - were in Cologne last week for the RDA Travel Show.

The event is one of the largest of its kind in Europe. Organised by the German coach operators' trade association, it featured many new developments from coach manufacturers.

Reflecting the growth of interest in small coaches of between 17 seats and 23, was the debut of the new Frenzel-Mercedes 0.814-based vehicles. For the last few years Frenzel has been better known for supplying air conditioning and refrigeration equipment to the coach industry, but it has also been 'fitting out' Mercedes-Benz T1 and T2 to provide small passenger-carrying vehicles to special user requirements.

Drogmoller's 'Super Comet': one of the attractions.

Now, in co-operation with Erikoiskori, a member of the Finnish Carrus consortium of bus and coach body builders, it has introduced the Star D 11.

It uses a Mercedes-Benz chassis which is fitted in Finland and then shipped out to Germany where it is completed to the operators' own specifications at the company's Auenstein works.

The new addition to the Frenzel programme is 7.7 m long by 2.4 m wide and provides accommodation for up to 25 passengers. It comes with either 115 or 136 bhp diesel engine.

Also on show was Drogmoller's new 'Super Comet E430' (*Coachmart*, August 8).

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
Telephone 0733 63100.
Classified Advertising 0733 898111
Fax 0733 62656.
Telex 32157. ISSN 0953-8240
Editor in chief - Mark Barton
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Telesales executives - Sally Wright; Ruth Kitchen, Steve Gibbons.
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Advertisement production manager - Nicky Curd
Group marketing manager - Sarah Ramsden
Subscriptions inquiries-Joanne Reed

Coachmart is only available by pre-paid subscription. Domestic subscription rate is £45 per year; £75, 2 years; £95, 3 years; and Europe (including Irish Republic) £85 per year. Worldwide air mail rate is £115 per year. All rates include postage.
Contributions should be sent to The Editor, **Coachmart**, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination: Meridian Media Services Ltd, Orton Southgate, Peterborough. Printing: William Gibbons & Sons Ltd, Wolverhampton.

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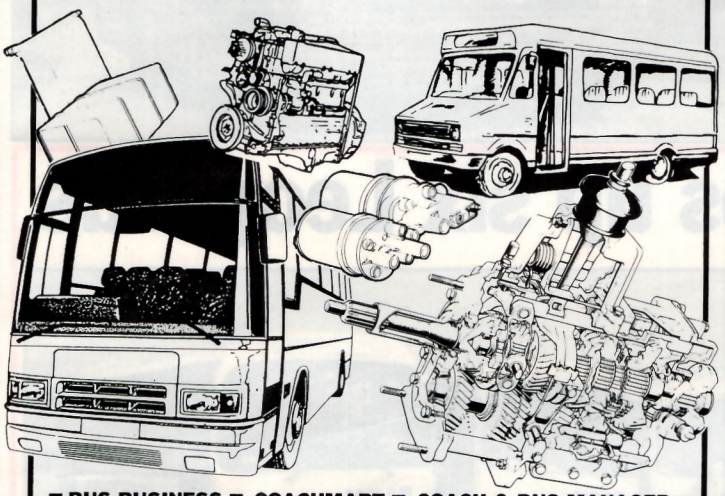

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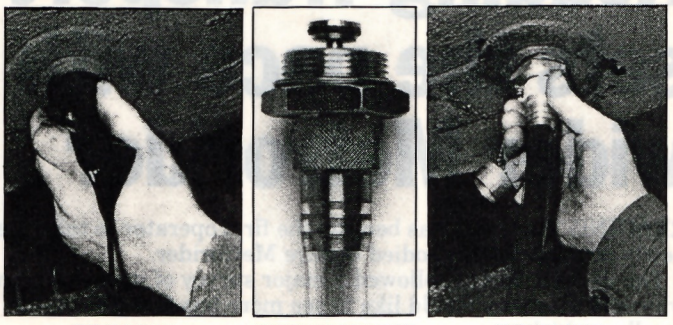

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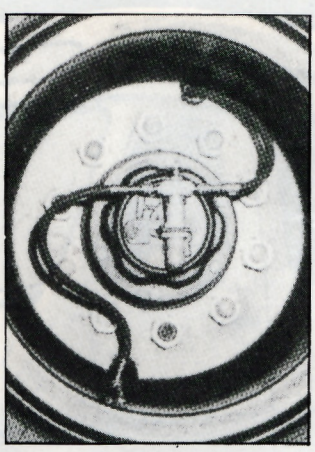

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Reading Transport sets the pace with wider Metrorider

READING Transport has become the first operator to take the newly developed wide bodied Optare Metrorider.

The decision to buy followed a major survey of its passengers who said that they would like to see more bus features on the smaller vehicles.

Shown is the first vehicle which was delivered. After a short evaluation period, an order for another six Optares has been placed and is part of a £1 million investment in new vehicles.

Stephensons snaps up six Leopards

HARRY STEPHENSON of Stephensons Nationwide Travel, Easingwold, has put six X reg Willowbrook-bodied Leyland Leopards to work on the Park and Ride service in York.

Liveried and lettered for the one-year contract, which started in June *(Coachmart* April 18, 1991), each vehicle has 49 seats and eight standees with luggage pens at the front. They all had dashboards, floors and seats refurbished where necessary before going into service.

In just over 12 months of trading, Stephensons has built up from two M and N reg coaches to a fleet of heavyweight vehicles, the oldest being a 1978 Supreme-bodied Leopard.

Stephensons operates a mixture of local service, school contracts, and private hire.

Mr Stephenson told *Coachmart:* 'I believe the Leopards to be great workhorses for local work, but prefer Volvo for long distance jobs.'

Hills goes for Renault

CENTRAL Coachbuilders of Armthorpe, Yorkshire, has converted a Renault B110 for Hills of Hersham (left).

It includes TV, CD, radio/cassette, 16 Vogel seats, luggage racks and tinted windows and also boasts a large boot, coach back courier seat, full skirt kit, tow bar and hot drinks machine.

Shalder Coaches

SHALDER Coaches, which picked up a J reg Volvo B10M from Plaxton Retail Sales earlier this month, operates 38 coaches and six minibuses on Shetland and Orkney - not 12 as reported in *Coachmart,* August 15.

You've been buying...You've been buying...You've been buying...You've been buying...

Caetano Algarve luxury coach goes on tour duty with Dents

DENTS of Market Rasen, Lincolnshire, has taken delivery of its second Caetano Algarve luxury coach within a year.

The first was based on the Dennis Javelin with Algarve bodywork, while the latest newcomer is mounted on a DAF MB 230LB mid-engine chassis.

It features a 265 bhp turbo-charged engine, six speed ZF gearbox with splitter and full air suspension.

The 3.55-metre coachwork consisted of 49/53 reclining seats, courier seat, centre-sunken demountable toilet, centre continental door, hot water boiler, fridge, tinted side windows and power plug door with peage window. It also has a Blaupunkt radio/PA/cassette system.

The coach was supplied by Salvador Caetano and will be used by Dents on its extensive tour programme.

Holden's classy new purchase

HOLDEN'S Travel of Great Harwood is to use its new Mercedes 609D for its executive private hire business.

The midicoach has been converted by Made to Measure Minicoaches of Stockport and its luxury specification includes 24 high back Capri seats made by Kustombuilt and trimmed in M-2-M red and grey and set on tracking and a courier seat trimmed to match. It also has a coach back end with off-side emergency exit.

Features include luggage racks with drivers' lockers, lift-up roof vent, electric intake/extract unit, saloon heater, Blaupunkt stereo radio/cassette with four speakers, dim/bright interior lighting, tinted windows and decorative curtains.

Adding a touch of class to the outside are moulded side skirts and wheel trims. It is finished in Mercedes' white with coachlines in three colours and is fitted with a TV and video.

Olympians pass the quality test

LOTHIAN Region Transport has continued its impressive fleet replacement policy with the arrival of 36 Alexander-bodied Leyland Olympians - thought to be the UK's largest double deck order of the year.

The buses represent a £3.7 million investment by the Edinburgh company, which runs extensive bus and coaching operations.

Mounted on a long Olympian wheelbase chassis, the 10.3-metre Alexander R-type two-door bodies provide seats for 81 passengers with space for 15 standees.

Charles Evans, LRT's chief executive, said: 'At a time when orders for new buses are at an all-time low, we at Lothian Region Transport are very conscious of the need to provide our passengers with the highest quality vehicle.

'If we are to attract motorists out of their cars we must provide attractive vehicles. There is no point offering old secondhand buses that don't fit the modern image.'

Life is a merry-go-round for Allan

COACHING has always been a bit of a merry-go-round. What you lose on the swings, you win on the roundabouts. And Allan Baldry is banking on it.

The Humberside operator, as a child, always dreamed of having a cowboy outfit. Sadly, his parents were only poor people, and couldn't afford BCCI.

In the end, the fairground got him under its spell. Only unlike other boys, he hasn't run away **to** the fair, but run away **with** the fair.

Allan and his wife Sandra have shelled out for this early 1900s' chairoplane ride, with bodywork by a German manufacturer. It doesn't say what chassis it uses.

The rebuild, which included a third of a mile of new chain, took the Baldry family and friends the best part of a year. In fact, about the same time it takes to tidy up a coach after a term on a school contract.

However, the family could tell Allan still wasn't satisfied. Something was missing - an organ.

And so a 1906 instrument was found with hours to spare, just as the chairoplane made its debut at the Driffield Steam and Vintage Rally. Many more fairs will follow.

Mealstop would like to report a happy ending. But the story, it would seem, has just begun.

Next on Allan Baldry's shopping list is an old, working carousel. If you've got one, he'd like to take it for a spin...

Right: Proudly sitting on the steps of their set of chairoplanes are Allan and Sandra Baldry with their children, Sally and Phillip, and helper, Roger Hall.

THE IMPORTANCE OF EDUCATION AND TRAINING

From driving instruction and courier training to the dizzy heights of full membership of the Chartered Institute of Transport - Rod Davey reviews what is available in coach and bus education and training in another *Coachmart* special feature.

AS FAR as education and training is concerned passenger transport has been a Cinderella industry for many years - despite its relationship and importance to other commercial activities, such as tourism, leisure and work.

It has often been ignored. Not through a lack of excellent courses and a large body of transport professionals ensuring its vocational and academic courses are both relevant and timely.

But rather because of the attitude of decision-makers in the coach and bus industry itself, either hauling up the drawbridge after they've got their own seal of approval, or worse, fearing the professional advancement of others with greater motivational and intellectual ability.

Education and training has become a political football of late, and the raging debates between all parties wrongly use both terms interchangeably.

Training arises from instruction aimed at providing a certain vocational standard for the fulfilment of professional tasks and processes.

Education goes much further than the repeated absorption of industry facts and - but provides a knowledge and understanding of industry processes.

It provides the discipline for interpreting the facts and acting on them. Education is required in passenger transport both for the efficient management of the industry and for managing its development into the future.

The matter is more than amply put by Sandra Gross, a director of the Transport Tutorial Association: 'Education stems from a knowledge of the facts. And through an understanding of the facts leads to the efficient application of the facts.'

It is interesting to observe that the only log-jams occurring within passenger transport training and education are on those courses leading to minimum national legal requirements, such as the bus and coach driver's licence or the Certificate of Professional Competence.

Education and training: has been a political football in recent years.

Both qualifications are gained from training, either as a mechanical learning of the facts for the CPC, or a similar inculcation of facts combined with instruction to develop the necessary driving skills for the driver's licence.

Driver training

In the late Seventies I well remember learning to drive a Leyland Atlantean double-deck bus armed only with a provisional car driver's licence and an intuitively defensive attitude towards my ex-sergeant-major driving instructor.

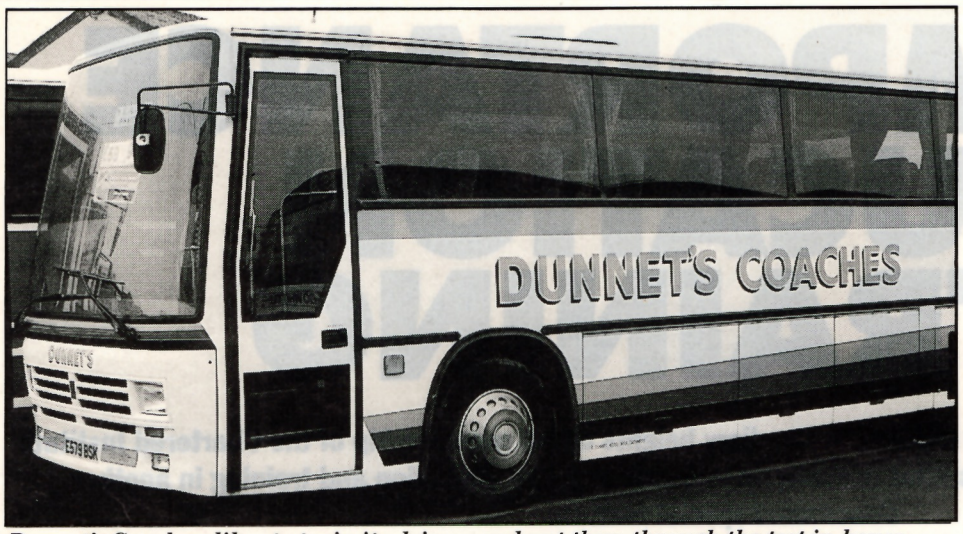
'So you think you can drive a great thing like this, do you laddy?' he had enquired of me.

He gave me a list of the facts - the length of the bus, its width, its height and a plethora of bridges in West Yorkshire it would not go under - at least 'not without slicing the top off like an egg.'

Overnight I slavishly learned the procedure to adopt before driving the bus out of the depot, where the fire extinguisher, emergency stop button and battery isolation switch was and how to use them, and how to drive to prevent failure of the propshaft and fluid flywheel.

This humble road to a PSV 1A driver's licence to drive buses with pneumo-cyclic semi-automatic gearboxes was initially denied me after the second day's assessment - due to one little word with four little letters written by my ex-sergeant-major friend on my report. Sometimes skills, often held in low esteem despite the responsibility for 70-plus passengers, are hard to attain.

But eventually I got my PSV 1A and after 10 years of earning a living of sorts with it upgraded it to all-types, in one fell swoop taking my test in a PD half-cab - with a steering wheel like a roundabout, ▶



Dunnet's Coaches: likes to train its drivers and put them through the test in-house.

◀ a knuckle-knocking gear lever and a clutch pedal which brought my left knee hard against my chin.

Although driver training is therefore largely the onerous and difficult task of inculcating complex skills into greenhorns, many operators prefer to train their own drivers - if possible and whenever possible.

Despite the expense, in-house trained drivers are given automatic familiarisation on the company's machines and start from scratch with the operator's preferred methods of working.

'We prefer to train our drivers in-house and put them through the test ourselves,' said Robert Dunnet, proprietor of Wick-based Dunnet's Coaches in Caithness.

Dunnet's driver instructor has been extremely busy - no less than 23 raw recruits have passed through his hands and been taught to drive the fleet of 21 vehicles over the last two years.

When ready for the test the examiner drives up to Wick and puts them through their paces. 'It usually starts with evening instruction and ends with between four and five days in the run up to the test,' added Robert.

AJC Fallas, based near the Leeds United football ground in Elland Road, sees time and resources constraining its driver training for its fleet of 11 coaches.

'We don't train enough of our own drivers,' said general manager, Arthur Carrick. 'But in the past we have trained drivers who have gone elsewhere.'

But Fallas operates three National Express diagrams and its drivers and hostesses are released to attend National Express customer care courses.

Four-coach Chivers Coaches, of Goldaming in Surrey, employs five full-time drivers.

'I've had two of the five trained at Big Wheelers school in Reading, the other three were trained elsewhere,' said proprietor, Graham Chivers, who in the past trained his drivers personally. 'I don't have the time these days,' he added ruefully - although he admitted that today's examiners were mostly ex-instructors and tended to favour candidates from *bone fide* training schools.

PCV for PSV

Bus and coach drivers licences may have been turned upside down - with PSVs becoming PCVs; classes 1,2,3 and 4 metamorphosising into category D; the DVLA in Swansea taking over licensing from the local traffic areas; and the DSA taking over driving tests - but for all of this it has not affected the actual bus driving test.

'These are changes to driver licensing and haven't affected actual driver training,' said Jack Raine, a transport training consultant with the Bus & Coach Council's (BCC) training subsidiary Bus and Coach Training (BCT).

'The test has the would-be bus and coach driver (PCV) reversing into a box, the same as for the HGV (LGV) test, if carried out at a Ministry testing station. Elsewhere it's the left-hand and right-hand reverse, the same as it has been for years.'

But the changes mean that class three minibus drivers can now drive double-decks, so a lot of operators are going for 'upgrader training,' according to Jack.

'Not only is it morally more safety conscious, but the costs are outweighed when the cost of insurance premiums, excessive repair bills and accident claims are considered,' he added.

Many operators are able to get tuition for would-be PCV drivers at specialist training establishments and from other coach operators with driving schools throughout the country - such as Bailey Bus, Buglers, Hills of Plumpton, Smestow Training Services, London Coaches, Three Counties Training Services, and Avon Driver Training.

Fitters

Training for mechanics and fitters is available at many local colleges, but Coventry's Tile Hill College offers two-year sandwich 'accelerated courses' leading to City & Guilds qualifications for fitter/mechanics, electricians and bodybuilders.

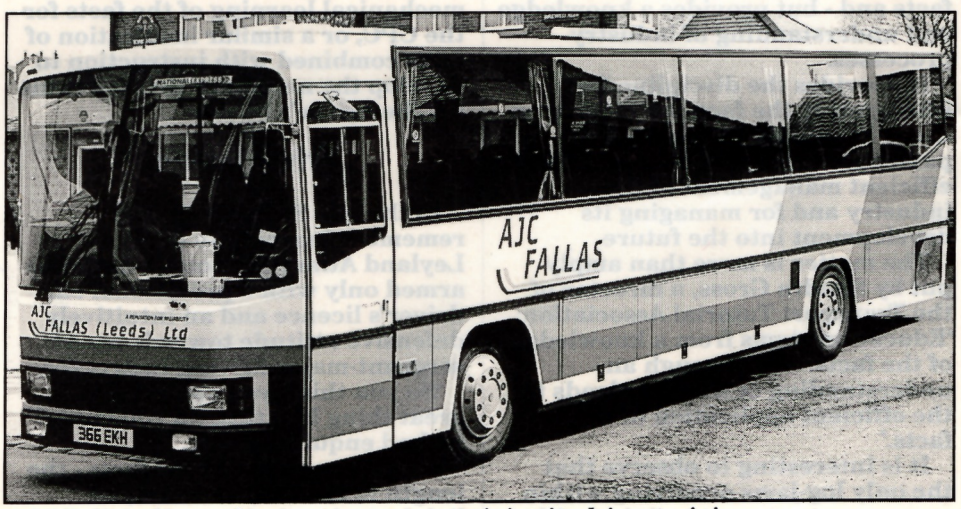
With three residential six-week blocks each year, the courses cost £2,995 per year - but this is an all-in and includes B&B accommodation with local families.

'And part-funding is often available from the Training and Enterprise Councils (TECs) in the operator's own area,' said Tile Hill's liaison officer, Annette Simpson.

Professional competence

Unless operators have got the CPC exemption entitlement with full membership of the Chartered Institute of Transport, they will have passed the fact-cramming multiple choice tick-test.

Not quite designed for a 'moron in a hurry,' the CPC courses nevertheless mean that an operator



AJC Fallas: time and resources are constraining its driver training.

who is not so good with 'reading and writing,' according to at least one traffic commissioner,... 'has a means of at least proving he has the ability to remember legal requirements and so forth.'

Although the commissioner's words may seem offensive to many, we know they do contain an element of truth and know of many perfectly competent operators to which they apply. CPC courses are basically structured for candidates to pass the examinations, with road passenger transport examinees requiring modules A and C.

Module A is a common core with HGV candidates - and covers law, financial management techniques, commercial conduct of the business and general insurance.

The examination is by a 20-question multiple choice paper. Passenger transport operators are also required to pass Module C, with 40 multiple choice questions, lasting one hour.

Subjects overlap with Module A but also include taxation, marketing, operational methods, licensing requirements, technical standards and road safety.

Many courses are run throughout the UK. In one example, Leeds-based Hargreaves Road Transport Services runs both residential and distance learning courses. Correspondence courses cost £111, including the examination fee. Any problems, just call the course tutor who rings you back, according to HRTS's Kathleen Dunnill.

It also runs compressed six-day courses at the Rock House Hotel in Eccles which cost £250, but although VAT is included accommodation is not.

HRTS's next such course will run between Sunday, September 22 until Friday, September 27 - with the CPC examination on Friday, October 4.

Further up the ladder transport training and education is going through a sea-change.

Traditionally, the RSA Diploma in Road Passenger Transport was one route for admittance to the CIT membership qualification course for students without conventional entry requirements or managerial experience in transport.

It is now defunct, due to a new replacement NVQ course which has not quite got off the ground because of the lack of Government resources.

But the CIT has brought out its Certificate in Transport for those aspiring to its degree-level membership examination syllabus. It is of six months duration and, similar to the CPC, is a pre-degree first level course.

'As well as entry to the CIT course it gives exemptions from the two CPCs in passenger transport and an exemption from the CIT modal paper in Road Passenger Transport,' said Paul Fawcett, senior transport lecturer at Manchester College of Arts and Technology (MANCAT).

Buglers: one of a number of coach operators which run a driving school.

'However it is designed for a different target market,' said TTA's Sandra Gross. 'It is aimed at managers, supervisors and inspectors who need to develop self-expression, report writing, basic planning and man-management skills - and also require to learn CPC information, both national and international.'

She added there was a good geographic spread of colleges around Britain running the course, both organised in-house or on an Open Learning basis, as it is by Paul Fawcett at MANCAT.

There are four marked projects to be completed before the examination can be sat, although the student's employer may nominate one of these.

A good example of typical projects is the construction of a flow chart showing the disciplinary procedure of the student's company for drivers following an accident. Then students sit a two-part exam, with 25 short-answer questions in Part A - and a set finance question, such as a cash flow chart, and one essay from a choice of three in Part B.

Although the CIT's examinations are now flexibly organised on a modal basis, when I sat them it was a three year course with three examinations each year. Only if the candidate went down on one paper and was referred by the institute could the student carry a re-sit forward to the next year.

Examinations can now be sat in any order, providing the student sits the five compulsory core subjects, two modal papers and two out five available optional papers.

The core subjects are Transport Economics, Transport Policy and Planning, Corporate Strategy and Policy (formerly Management and Control), Human Resources Management (formerly Manpower and Industrial Relations), and Management Accounting and Finance.

They are designed to go some way to fulfilling the CIT's rationale of a membership with a professional business and commercial background - enabling the student to study at a high level what goes on between the prime movers in the transport industry.

Modal courses available to the student are usually designed to meet the needs of the employer's particular mode of operation.

Bus and coach industry students would normally study Road Passenger Transport and Local Transport Management, which was formally Urban Transport but is now designed to accommodate the needs of local authority transport employees. Examples of optional subjects include Marketing in Transport and Transport and Tourism.

Lack of support meant that I had to study the CIT course and take the examinations in three different centres, starting at Leeds Polytechnic, then on to Central Manchester College (now MANCAT) and finishing sitting the final examinations at North London ▶

◀ Polytechnic due to a move to Peterborough.

So in the final year I was grateful to the distance learning courses provided by the Transport Tutorial Association, which now provides CIT courses for all 20 CIT subjects, with course study materials and marking by professional transport tutors.

The TTA also provides distance learning for the CIT's entry requirement, the new Certificate in Transport, and for the replacement to the 'Step Up' course for Associate Membership (AMCIT).

It used to have six exams, but now the supervisor with between two and three years' professional experience can reach AMCIT in one year on this course with continual assessment, and provides the candidate for full-membership with exemptions from two core papers and either a modal or optional paper.

Bus and coach training

Courses provided by other bodies include BCT NVQ standards-based training such as the Vehicle Engineering Competence Assesssment Scheme and Bus Drving Instructor Assessment. BCT is a standards organisation and is not primarily involved with running courses, but it does run workshops on management development - with

A driver puts himself to the test training on a skid-pan.

four day courses following an agenda set by the sponsoring employer.

Typically these include negotiating skills, time management, assertiveness and presentational skills.

The BCT is currently developing a National Vocational Qualification (NVQ) for couriers with training which includes using a coach microphone and group handling skills.

Trainee guides earn credits which go towards a new RSA diploma which may be transferred to a guide's diploma.

Credits are given for maintaining tour records, showing the ability to deal with various situations, providing clients with appropriate information and ensuring compliance with the operator's legal requirements.

The National Examinations Board in Supervisory Studies (NEBBS) runs a Certificate in Supervisory Management for Road Passenger Transport, with a written paper combined with continuous assessment. National and Higher National awards are run at most colleges of education with external standards set by the Business and Technical Education Council (BTEC).

Having ceased to set its own examinations, the Institute of Transport Administration now takes equivalent qualifications set by the Henley Management Centre.

And the Institute of Road Transport Engineers has replaced its Section C professional examination with HNC engineering modules set by BTEC - although the awards are still from the IRTE.

● *Don't miss next week's Coachmart when Mike Morgan talks to a company that is committed to training.*

USEFUL CONTACTS

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Herts WD3 1ER
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The Chartered Institute of Transport
80 Portland Place
London W1N 4DP
Tel: 071 636 9952

The RSA Examinations Board
Progress House
Westwood Way
Coventry CV4 8HS
Tel: 0203 470033

National Examinations Board in Supervisory Studies
76 Portland Place
London W1N 4AA
Tel: 071 580 3050

The Institute of Transport Administration
32 Palmerston Road
Southampton SO1 1LL
Tel: 0703 631380

The Institute of Road Transport Engineers
1 Cromwell Place
London SW7 2JF
Tel: 071 589 3744

The Institute of Travel and Tourism
113 Victoria Street
St Albans
Herts AL1 3TJ
Tel: 0727 54395

Transport Tutorial Association Ltd Training
PO Box 4UZ
London W1A
Tel: 071 631 3853

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Tel: 0203 694200

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From John R Stevens

SIR

Your editorial comment (*Coachmart*, August 15) was right to point out the qualitative difference between German-built coaches and the home product and to refer to the link with the severe state of depression which is affecting our industry at present.

Unfortunately, you fail to recognise that the coach market generally gets what it is prepared to pay for and therefore earns.

In this respect the operator and his customer are largely to blame for putting price and cheapness before safety and comfort.

As operators of a small 100 percent German-built fleet of executive coaches we share the blame of placing our quality vehicles into a depressed secondhand market far too early during their working lives and having to live with the competition thus created among what I prefer to call (with deference) the cottage side of the trade. I can tell you we will not make the same mistake again!

Perhaps it would not be out of place to mention also that current restrictions placed on these vehicles at the point of initial fitness do not make the most of the technical innovations available on such coaches.

And perhaps our home producers would be equally innovative and obtain equal success in the export markets but for this fact.

JOHN R STEVENS
BERGLAND INTERNATIONAL TRAVEL LTD
BERGLAND PARK
MARITIME CLOSE
MEDWAY CITY ESTATE
ROCHESTER
KENT ME2 4AD

Send your letters to:
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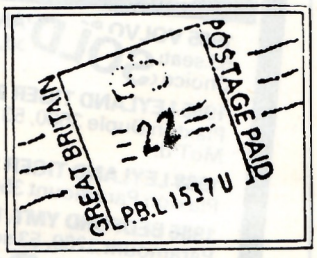
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Drivers' association seeks help to bring offenders to justice

From A Donald

SIR

The Institute of Professional (HGV-PSV) Drivers is a small group involved in road safety campaigns.

The group is at present campaigning to the Government for justice for families that have lost loved ones by hit and run killer drivers, drunk killer drivers and drivers that kill during high-speed police chases.

Many of the convicted killer drivers were given lenient sentences by the courts, which are an insult to the victims, the families and dedicated road safety campaigners.

If this government is not prepared to introduce 'random breath testing' then it must introduce a stronger major deterent or the courts must 'practice what they preach.'

At present our group (IPD) has been campaigning that the Court of Appeal adheres to its own 'guidelines' in respect of sentences for the 'worst possible cases.'

Do you know what one of the worst possible cases is?

Being fully committed to supporting the tragic families has put a 'financial strain' on our members and because of this our group appeals to employers from the PSV industry for a small financial sponsorship.

Our group has a small deposit account (number 616853) with the Clydesdale Bank, 30 Mitchel Way, Alexandria, Dumbartonshire, G83 0LU.

Our group has recently been sponsored with membership cards by Mr John Carrol (PSV) Coach Hire Dumbarton.

For further information involving the Institute of Professional (HGV-PSV) Drivers please write to me at the address below.

A DONALD
SECRETARY
INSTITUTE OF PROFESSIONAL DRIVERS
17 COOK ROAD
BALLOCH
DUMBARTONSHIRE
G83 8AA

Instructor says licence delays are frustrating

From Mr P Banham

SIR

With regards to the comments of Mr Bailey *(Coachmart,* July 18) and Mr Knowles *(Coachmart,* August 8) regarding PCV tuition, perhaps we could share some information which has come to our attention.

A telephone call to the DVLC (Swansea) has revealed that if a person has passed their car test (old group A) before March 31, 1991 then we would be able to conduct a PCV assessment drive without the need for a PCV provisional licence or medical (as the old group A allows driving not for hire or reward).

It was confirmed that the PCV provisional and medical was, however, necessary for the PCV test.

This door is being closed on March 31, 1992 and will bring everyone into the system as equals eg. the person who passed the car test five years ago will need a PCV provisional in the same way as a person who has only just passed the car test.

It would seem that until next March, assessments of driving ability can be carried out within the constraints of a two-tier (temporary) system.

We would no doubt be told that we were being brought into line with LGV licensing practices. If this is the case why is a LGV Licence (CAT C) £10 and a PCV (CAT D) £22.50, bearing in mind that the old PSV badge is now defunct?

In common with Mr Knowles, we have had a lot of interest in PCV training but are frustrated by the delay in obtaining provisional licences.

MR P BANHAM
DRIVING INSTRUCTOR
SKILLPACE MID-WEST TRAINING
C/O THAMESDOWN TRANSPORT LTD
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SWINDON
SN1 1DS

We are penalised

From David Ogden

SIR

I am amazed to find that this year the independent coach operator is funding some of the larger hotels so that hotel groups' sister companies can be given cheaper rates.

This happens at a number of hotels. For instance, a coach company owned by a hotel group in Whitby can sell holidays at £103 with no supplements for a single room, while independents are quoted £84 plus £12 single room supplement.

I appreciate the decision to book is mine and I take that decision accordingly, but I do wonder whether the independents realise who they are supporting.

I take the view it would be better to support independent hotels of all sizes.

DAVID OGDEN
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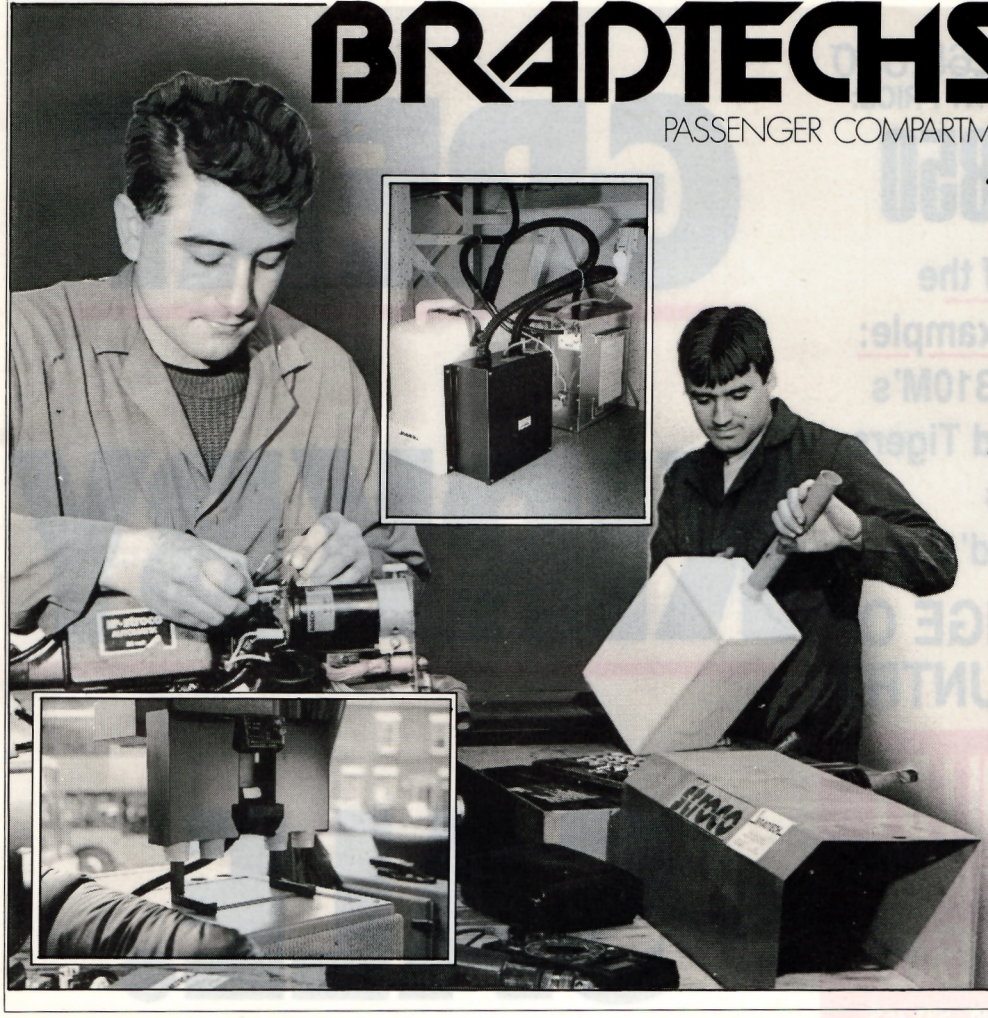

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Overhanging hedges are a growing problem

Q WHAT can we do about hedges that overhang the highway on bus routes?

DM, Staffs

a THE remedy for this common problem is found in Section 154 of the Highways Act 1980. The highway authority for the road in question can serve notice on the owner or occupier of land from which, 'A hedge, tree or shrub overhangs a highway .... so as to endanger or obstruct the passage of vehicles or pedestrians, or obstructs or interferes with the view of drivers of vehicles....'

If the person concerned neither complies nor appeals to a magistrates' court against the notice within 14 days, then the authority may carry out the work and recover the cost of doing so from the owner or occupier of the land. Section 115 of the same Act gives some power to a highway authority to grant a person permission to execute powers on its behalf. Presumably this is how some major operators (used to?) have the power to carry out tree lopping themselves. I do not imagine that you would, in any case, wish to do this - so the appropriate course of action is to persuade your highway authority to act under Section 154.

If actual damage is caused by the nuisance of overgrowing hedges or trees, it poses the supplementary question as to who is liable. If the vegetation in question belonged to the highway authority (eg. it was a tree planted in a verge) the highway authority is unquestionably liable. Case law is strongly suggestive that it, rather than the owner or occupier, is also liable where the offending tree, hedge, etc. is not owned by it. The presumption seems to be that it should have exercised its rights to get it cut back and thus become liable for the nuisance as a result of its failure to act. The legal authority for this is, however, a little flimsy. Taking steps to prevent the nuisance may be easier than seeking a cure!

QUESTIONS answer

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart*, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656.

Q CAN I make deductions from drivers' wages when cash handed in on service is less than the waybill shows as being due? I am told that I cannot, but I know many firms who do.

BP, Dorset

a YOU do not say who it is that says that you cannot. It is most likely someone who is familiar with your contract of employment terms. For the situation is that under the Wages Act 1986 (as amended) employees are entitled to be paid their wages in full, save for certain deductions for which there is statutory provision.

In order to make what I would call internal deductions, of the type your question indicates, either the employee must have given his prior written consent to such deductions being made, or there must be a provision in the contract of employment which authorises the stoppage. Employers who you know that are making deductions for 'shorts' will have ensured that they comply on one of these two exceptions to the basic rule. It has been firmly upheld by many industrial tribunal cases, that an employee can expect to be paid in full his net wage entitlement unless other terms have been agreed by both parties.

Q I HAVE recently had a coach stopped by the police who questioned the driver and passengers regarding the location of the First Aid kit and the fire extinguisher.

The driver was told that he should have made an announcement telling passengers where these things could be found.

Is this correct and if so under what authority?

PB, North Yorks

a I HAVE scoured the legislation and also some text books addressed to police practices and can find nothing whatsoever which goes beyond what all operators know: that every PSV has to carry an approved, fully charged, and visible fire extinguisher and that every PSV (except those operating a registered local bus service) must carry a specified First Aid kit in a position which is accessible and suitably indicated. The policeman involved is, in my opinion, making it up as he goes along!

I agree with the implied sentiments of your question that it is just not on for policemen to infer to your passengers that your driver is not doing his job correctly and legally. I would suggest that you should write to the Chief Constable of the force concerned making this point to him and ask that his officers limit themselves to acting within the law.

Q ARE drivers entitled to be given lost property which they have found after the period allowed for claiming it has expired?

ET, Avon

a PRIOR to 1979 drivers were entitled to a reward element of the value of unclaimed lost property.

Since then any item or money which is unclaimed after three months (one month for small value items) becomes the absolute property of the operator.

He can, of course, give all or part of the proceeds to a driver or to a charity, or keep it to defray the administrative and storage costs involved.

It is the operator's property and he can do exactly as he likes with it.

Marksman will answer more of your questions in Coachmart on September 12.

Weekly report on law and the coach operator by Michael Jewell

Cantabrica told to show proof of extra funding

CANTABRICA Coaches, a company formed by the directors of Cantabrica Travel Services, has succeeded in obtaining a new PSV operator's licence, subject to proof of the injection of new funds being produced to the Eastern traffic commissioner, Brigadier Compton Boyd.

The company, of London Road, St Albans, had applied for a new international licence authorising the operation of 18 coaches at a Cambridge public inquiry.

It had been called before the commissioner, who was assisted by Guy McGregor, a financial assessor appointed by the Secretary of State for Transport, because of doubts over its financial position.

Brigadier Boyd said he had to be satisfied about a variety of matters - including the financial stability of the company - before he could grant a licence.

In view of accounts produced in relation to an associated company, and a High Court judgement - (against Cantabrica Travel Services in relation to a debt of £6,500 owed to Anglo and European) - it was not surprising that a public inquiry was being held.

Cantabrica's managing director, David Stewart, had been involved with the operation of public service vehicles for some time, and Brigadier Boyd said he found it surprising that in the circumstances Mr Stewart should write to the traffic area, saying he was 'staggered' that Cantabrica Coaches had been called to a public inquiry.

For the company, Barry Prior, said that if a licence was granted the licence held by Cantabrica Travel Services would be surrendered.

Questioned about Len Wright Van Services, Mr Stewart said that company was quite separate. There had been a buyout by four members of that company's staff.

After hearing financial evidence in private, at the request of the company, Brigadier Boyd said he was satisfied Cantabrica Coaches was of appropriate financial standing, subject to proof of the injection of new funds.

Saying the licence would be granted from the date the confirmation of the injection of those funds was received by the traffic area office, Brigadier Boyd indicated that he would also like to see a set of accounts for Cantabrica Travel Services in November. He understood that all but seven of the licence identity discs held by that company would be returned.

Senior partner given time to seek licence

THE bankruptcy of one of four partners in Windmill Transport Services, of Buckley, North Wales, has resulted in the revocation of the company's PSV operator's licence.

However, the North Western traffic commissioner, Martin Albu, has directed that the revocation will not take effect until October 19, in order to give the senior partner, Vincent Hughes, time to seek a fresh licence in the name of Hughes Buckley (1991), a company formed by himself and his wife.

Windmill Transport Services had been called to disciplinary proceedings before the commissioner in Manchester and in addition Mr Albu revoked the firm's eight-vehicle goods vehicle operator's licence with immediate effect.

Mr Hughes said the other partners in the business were his sons James, George and William. He agreed that James had been adjudged bankrupt, but said he had no knowledge of a judgment made against Windmill Transport Services in the sum of £625. He had held licences for about 25 years. When James came out of the Army he took over the business and changed the name from Hughes Bros.

Mr Hughes said he had been ill and James had taken over the financial side. 'I had no control over that side of it,' he said.

He added that James had taken out loans in his own name and had opened a bank account. While he was in hospital, James unfortunately came unstuck. He had since cut back on the number of vehicles and really reformed the business. He had mortgaged his own house to raise £20,000 and he had applied to Clwyd County Council for school contracts. If he lost the licences now, it would put him in difficulty.

Questioned by Mr Albu, Mr Hughes agreed he had been the nominated transport manager for the business. He said he did not even know it was in financial trouble until his son went bankrupt. He had stopped trading and sent the lorries back. At the moment he was running minibuses which were in his name.

After Mr Albu had pointed out that the licences were in joint names, Mr Hughes said the intention had been for his son James to takeover. Unfortunately it had not worked out and he had had to come back into the field as it were. His other sons played no part in the business. One was with a haulage company in Germany and the other was in America. He was hoping to run about three minibuses and two lorries. Mr Albu said he had no option but to revoke the licences. Mr Hughes would have to apply for fresh licences, with a proper financial statement.

After Mr Hughes had said there was no financial statement as he had not been in business for nine years, Mr Albu said he would need information about where the money was coming from. Though he would grant interim authority for Mr Hughes to operate lorries as soon as he lodged a licence application, there was unfortunately no provision for interim authority to operate public service vehicles. Consequently, he would delay the implementation of the licence revocation to allow time for an application for a fresh licence to be processed.

Scotcam loses its licence

THE licence held by Scott Campbell, trading as Scotcam Mini Coaches, of Linlithgow, has been revoked by the Scottish traffic commissioner, Keith Waterworth.

Mr Campbell was given a final warning about the maintenance of his vehicles at a public inquiry in November 1990. In April Mr Campbell wrote to the traffic area, saying he wished to surrender his licence. However, the commissioner replied that he proposed revoking the licence after receiving a further adverse maintenance report. He referred to the issue of two further immediate prohibition notices in March and gave Mr Campbell 14 days to make written representations and to request that it be dealt with at a public inquiry.

No reply was received, and so Mr Waterworth has given formal notice of the revocation of the licence.

Weekly report on law and the coach operator by Michael Jewell

Pickups fined for overloading offence

OVERLOADING the rear axle of a coach and taking daily rest on a moving vehicle brought W Pickup, trading as Pickups Coaches, and four of the company's drivers, before Rochdale magistrates.

The company, of Edenfield Road, Norden, Rochdale, pleaded guilty to exceeding the permitted second axle weight of one of its coaches and to 10 offences of permitting the drivers to take insufficient rest.

Driver, Gerard Grey, pleaded guilty to overloading the second axle of his coach and to one offence of taking insufficient daily rest. Driver, Dennis Bamford, pleaded guilty to four offences of taking insufficient daily rest, as did driver Wilfred Dewhurst. Driver, Clifford Morris, admitted a similar offence.

John Heaton, prosecuting for the North Western traffic area, said that on December 8, two of the company's coaches were stopped on the A2 in Kent during an organised PSV check. The coaches, which were carrying 48 and 45 passengers respectively, were returning to Rochdale from a trip to Boulogne where the passengers had done their duty free shopping.

On the first vehicle the drivers were Grey and Dewhurst, on the second Bamford and Morris. During the trip they had stopped for a period of three hours only, and none of the drivers had had the required amount of eight hours continuous rest. Tachograph charts were collected from the company's premises for the period October to January and further offences were revealed.

The first vehicle, though within its gross permitted weight, was overloaded on its rear axle by 540 kg, some 5.1 percent. Passengers had been on a spending spree and a large amount of purchases was been carried, even though Pickups had restricted the amount of goods which the passengers could carry.

The regulations stated that when a vehicle was double manned with a bunk the driver must rest for eight hours in 30, said Mr Heaton. But the vehicle must be stationary during that period. The drivers were not allowed to take rest in the bunk when the vehicle was moving. The regulations were there to make sure that drivers only drove when they were properly rested.

Mr Heaton said that it was not suggested that either Pickups or the drivers were aware that offences were being committed, but the DTp took the view that they should have known. The regulation was not an obscure one but a fundamental one. There had been a misinterpretation of the regulations, in that the drivers believed that they could take rest in the bunk when the vehicle was moving.

Defending, John Backhouse said the same pattern of operation had been adopted for a number of years, running a trip to Boulogne using two drivers and a vehicle fitted with a bunk. The coaches left Rochdale around 2100 hours travelling down to Boulogne and stopping at a supermarket for a given amount of time. They then drove to the centre of Boulogne and stopped once again. The second driver would drive from Boulogne to the ferry and be back in Rochdale the following night.

The operation could be done with two drivers but not in the way Pickups had done it, said Mr Backhouse. Both drivers could not accompany the vehicle on the whole trip. One driver could take the vehicle down south and the second driver take over from there to take the vehicle to France. On the return leg the second driver would get off the vehicle and the first one would take over, starting a fresh working day. Though periods of rest during the working day could be taken in the bunk while the vehicle was moving, the daily rest could not.

Pickups had done the run for many years, and at first drivers were replaced at Dover. A proper bunk was then fitted in the coaches, leading to the drivers taking rest in the vehicle.

The company ensured that drivers had a day off before and after the trips. Drivers were not on duty for more than 22 hours and they were not driving excessive periods, being well within the daily driving limits.

Mr Backhouse said that Pickups ran three vehicles and had been operating since 1969 without previous problems of any sort. The company had received two visits from DTp traffic examiners. Tachograph charts had been taken and checked and no prosecution had resulted. Consequently, it had thought that what it was doing was alright. The company now realised its mistake. A decision was taken to abandon the trips because of the difficulties.

An overload of 540 kg on the rear axle was a minimal one caused by a weight distribution problem.

The company was fined a total of £330, Grey £60, Morris £30, Bamford £120 and Dewhurst £120. They were each ordered to pay £75 towards the prosecution costs.

Wolverhampton operator granted PSV licence despite vandalism allegations

SOHAN Singh Sadhra , who was alleged to have smashed up competitors' buses, has been successful in obtaining a PSV operator's licence at a Birmingham public inquiry.

Mr Sadhra - trading as Freeway Express, of Wolverhampton - had applied for a licence authorising the operation of two vehicles.

The West Midland traffic commissioner, Mr John Mervyn Pugh, was told the vehicles would be maintained by Tame Valley Coaches.

After Mr Mervyn Pugh had said that he had received a letter of complaint alleging that Mr Sadhra 'smashes up buses belonging to people who are in competition with him,' Michael Carless, for Mr Sadhra, said that as far as he knew, there were no police proceedings pending against him.

Mr Mervyn Pugh warned Mr Sadhra that if the allegations are true he will face having his licence revoked.

Mr Sadhra had one coach, which he properly hired out at the moment.

If the PSV operator's licence was granted, he had routes on which he could operate.

Mr Sadhra said that he was not in competition with anyone at the moment.

He had worked for several companies as a bus driver and he decided to start his own business last year.

Mr Mervyn Pugh told Mr Sadhra: 'If the allegations are true, and you think that is the way to behave, I will have a big shock for you, as you will be back here as quickly as a bus is damaged and your licence will be revoked.'

Mr Carless said that there had certainly been competition in the area concerned.

He told the public inquiry that he had explained to Mr Sadhra that he had to operate properly.

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On-board customs starts at Dover

EC passengers can stay aboard.

DOVER has put its new £170,000 on-board coach customs check system into operation.

The new Eastern Docks facility means passengers need not leave their seats in most cases, the majority of coaches likely to be given Route C status and allowed to leave the port directly. Only service coaches will now have to disgorge their passengers through the customs control area on foot.

On-board clearance is allowed if the driver displays a notice stating that all his passengers are EC nationals. This accounts for a significant number of the port's 60,000 coaches and 2.5 million passengers processed annually.

'It will avoid a lot of inconvenience to our customers and significantly reduce the time taken to clear the controls,' said Michael Krayenbrink, general manager of ferries.

Operators MUST obtain the Coach Immigration Arrivals form in order to obtain EC clearance. It is available by writing to: Landside Operations Manager, Dover Harbour Board, Harbour House, Dover CT17 9BU.

Exhibition opens at Warwick Castle

WARWICK Castle has acquired the Richard III exhibition, built up by the Richard II Society for the 1990 National Theatre production of Shakespeare's play.

To Prove a Villain was a great success last year and is repeating its popularity in Warwick Castle's Gatehouse and Barbican. Richard III actually owned the castle for eight years, and began building the Bear and Clarence Towers.

Full details of Warwick Castle are available by 'phoning 0926 495421.

Theatre books show variety

VARIETY is the spice of life... and there's plenty of it through September at Leeds' City Varieties Music Hall.

The Swan Street theatre is staging everything from Val Doonican's blend of songs and humour to raunchy male dance act The Dreamboys.

Val Doonican is appearing on September 8 for two performances alongside guest comedian Steve Walsh. The Dreamboys appear on September 9, there's a Holsten Stand-Up alternative comedy show on September 13, and '50s star Ruby Murray appears in person on September 15.

Concessionary rates of £1 off each seat - priced between £4 and £8 depending on the show - are offered to groups of 10 or more, though only on some performances.

Full details are from City Varieties Music Hall, Swan Street, Leeds, Tel: 0532 430808.

Postman Pat in panto

CHILDREN'S favourite, Postman Pat, is delivered during Panto season by the Lyric Theatre in London.

Postman Pat's Special Delivery opens December 10 at the Hammersmith Theatre with special £26 family tickets available plus good group discounts. The show is ideal for schools, with teachers' packs available and one seat in 15 free.

Lyric Theatre Box Office is on 071 741 2311.

New man at Glasgow Tourism

GREATER Glasgow Tourist Board has taken on one of the industry's most experienced personnel as its new chief executive.

Ronald Roy, 49, has 25 years' in tourism and marketing and is currently working for Holiday Inns in New York - dealing with a $10.6 million budget to handle corporate clients.

The Scottish-born graduate takes over from Eddie Friel who is taking the helm at the Northern Ireland Tourist Board.

Lord Provost, Susan Baird, chairman of Greater Glasgow Tourist Board said: 'The number of tourists coming to the city continues to grow. I am sure he will take on the challenge that offers.'

BTA survey says short breaks are booming

SHORT breaks and more of them - that's the future for Britain's cross-channel market says a British Tourist Authority survey.

According to the BTA, the trend is towards overseas visitors taking more holidays. The age profile of leisure travellers is becoming polarised - by the end of the century, 25 percent of Europeans will be over 55, while greater numbers of young people will travel independently.

1993 - Cross-Channel Marketing Strategy reveals some startling statistics... including the fact that Britons travel to France three times as often as the French to Britain. Out of a total of around 6.5 million UK visitors to France, three quarters of them went by ferry. The French were keen to travel by air - 853,000 of them against 1,408,000 who came to the UK by sea in 1989.

The English formed 93 percent of the market for domestic holidays in England, but only 50 percent of domestic tourists in Scotland were English people. Indeed, domestic tourists chose Scotland or Wales for only one in 10 holidays.

Of overseas visitors to the UK, Europe was by far the most important market producing almost half of the total. The fastest growing sector from 1990 to 1995 is predicted to be Japan, which should grow by 14 percent.

Biggest spenders were the Americans - who poured £1,441 million into the economy - with the French runners-up, spending £424 million in 1989. The Japanese were the ninth highest spenders.

The 1993 Cross-Channel Marketing Strategy is available from the British Tourist Authority, Thames Tower, Black's Road, London W6 9EL, price £5.

● *BTA announces British tourism show - page 32.*

1993 survey shows latest tourism trends for Europe.

The signs of good times ahead!

Catherine Cookson COUNTRY

THE ROMAN FORT of Arbeia at South Shields features a superb reconstructed gateway, excavations and museum marking its importance in the construction and garrisoning of Hadrian's Wall.

THE LEAS dominate a magnificent stretch of coastline embracing Marsden Bay and its world-famous Grotto, the seabird colony of Marsden Rock and Souter Lighthouse. The Leas and the Lighthouse are National Trust Property.

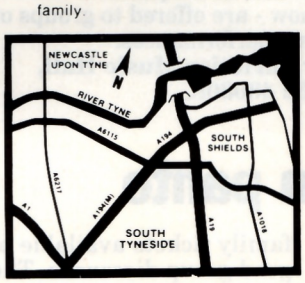
THE COOKSON COUNTRY TRAIL takes in places of interest from the early life of Britain's most popular author. Guided tours are available.

ST. PAUL'S CHURCH, Jarrow, where the Venerable Bede wrote the first History of England and the remains of the Anglo-Saxon Church and Monastery grace this important Christian heritage site.

SANDHAVEN BEACH is South Tyneside's main beach which won the European Blue Flag in 1990 for its cleanliness and facilities.

THE COOKSON COUNTRY FESTIVAL is South Tyneside's annual summer programme of fun and entertainment with big name stars and attractions to suit all the family.

South Tyneside enjoys excellent road links to the main motorway and trunk road network via the A1, A194(M), A19 and Tyne Tunnel. Newcastle with its international airport and main line railway station is only 20 minutes away. The Metro system, excellent bus services and crossriver ferry serve all parts of Tyneside.



Arbeia Roman Fort

Marsden Rock

Souter Lighthouse & the Leas

St. Paul's Church & Bede Monastery Museum

That's South Tyneside!

FOR FURTHER INFORMATION CONTACT:
Press and Promotions Officer, Town Hall, South Shields
Tyne & Wear NE33 2RL. Telephone: (091) 427 1717

Canterbury coach park gets its own tourist centre

THE welcome of a tourist information centre sited right alongside Canterbury's Longport Coach Park should help boost visits to the city's Canterbury Tales attraction.

Open between 9.30 am and 5.50 pm, the TIC not only sells souvenirs but is also a Thomas Cook Bureau de Change and can book clients into attractions. It's ideal, too, as a last-gasp stop for gifts.

'This is a significant step in greeting all coach visitors to this magnificent city,' said Canterbury Tales marketing executive, Mark Allen. 'The wealth of visitors who arrive at the Canterbury Tales every year can now book in advance.'

The Canterbury Tales is only 10 minutes' walk away. The attraction is similar in style to the Jorvik Centre in York - a 'living history' display with sights, sounds and smells themed on Chaucer's famous stories.

Commentaries are by such well-known names as Prunella Scales, Bernard Cribbins and Robert Powell, but taped versions in Dutch, German, French, Italian and Spanish are also available to visitors.

The attraction estimates a visit will last around 45 minutes. Admission at individual rate is £3.75, with a 10 percent discount for group bookings. Pre-booking is advisable.

For full details of Canterbury Tales ring 0227 454888.

The new TIC and Bureau de Change opened by the deputy mayor of Canterbury.

BRIGHTON'S most unusual new building will be the Oak Hotel, an Art Deco-style design opening in September. The 138-room hotel is targeting group business.

Shire Inn group gives half-board party rates

UPMARKET Shire Inn group is offering rates from £30 half board for its seven hotels.

The hotels - most of which have indoor pool, sauna and other leisure facilities - are relatively small in terms of rooms. The 20-room Millstone Hotel in Blackburn is the smallest, and has none of the leisure facilities on offer at the rest.

Next smallest is the Crown Hotel in Carlisle, with 51 rooms, and the largest the Aztec Hotel in Bristol and Solent Hotel, Fareham, with 88 rooms apiece.

The others in the group are the Cotton Hotel at Knutsford, the North Lakes Hotel at Penrith and the Oaks Hotel at Burnley. Top rate is at the North Lakes, which offers shared half-board rooms for £37 a night. As with all the deals, this includes full English breakfast, three-course dinner and use of leisure facilities.

A bonus place is free for every 20 booked, and two places for every 30.

Full details of group bookings at Shire Inn are from the Business Development Office on 0282 414141.

Red Funnel kids fares

KIDS on Red Funnel's new hi-speed Portsmouth-West Cowes route can travel for £4 return. The service, which started on August 2 - has an adult return fare of £7. Information on the service is from Red Funnel, 12 Bugle Street, Southampton SO9 4LJ, Tel: 0703 333042.

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The Hollandia and Britannia boast top quality crossings.

Olau Line picks themes for short break packages

EXCURSIONS on one of Olau Line's luxury ferryliners have been themed by the company in five packages.

The ships on the Sheerness-Vlissingen route have plenty to offer aboard, long before the passengers disembark for a day on the Dutch mainland. Sensible evening sailing times - out at 2130 hrs to arrive early morning - mean clients can get the best from the ships.

The Hollandia and Britannia are undeniably two of the finest ferries sailing from Britain. Identical sister ships, they have bars, a casino, night club with live acts, pool, restaurants, duty free and gift shops - the giftware is particularly good - and have berths for all the passengers.

The standard of fittings aboard is very high, and the bar areas spacious and comfortable. Cabins are air-conditioned but otherwise on a par with other quality ferries.

Shows, boutiques and bars aboard both ships are modern.

The mini-cruises and bargain breaks on offer add a day's entertainment into the return crossing. There are five basic packages.

The Round Trip Mini-cruise with the Hollandia sails at 1100, arrives Vlissingen at 1900, leaving at 2230 to arrive back at Sheerness at 0700.

On the Britannia, sailing is at 2130, arrival in Holland 0700, sailing back at 1200 to arrive at 1800. The deal includes a £7 duty free voucher and a berth both directions, plus coach transfer to Vlissingen town centre. Prices are from £23.50 to £28.50 depending on season and day.

Dine and Dance Mini-cruise adds two meals, dinner and lunch, to the same sailing times and other details but without the duty-free voucher. Prices are from £31.50 to £39.50.

City Bargain Breaks sail in the evening aboard the Britannia, and the evening of the following day aboard the Hollandia. No meals or extras are included in the price of between £23.50 and £31.50.

The Delta Works and Middleburg package is a basic return sailing plus coach transfers to the massive Delta Barrage - similar to the Thames Barrage - a lunch at the Delta Works, transfer to Middleburg for shopping, and transfer back to the ferryport. Prices range from £44 to £52.

The fifth package takes in theme park Efteling. Details of a four-day break were in *Coachmart,* August 15, but there is also a one-day return sailing which includes entrance to Efteling at between £25 and £35.

Details of Olau Line group packages are from Olau, Tel: 0795 666666, Fax: 0795 666919.

Interior design courses set

ADVENTUROUS operators who fancy their chances in the special interest market could make a call to Designs On You - a Yorkshire interior design workshop.

The Keighley studio specialises in teaching artistic housewives and other DIY fans the tricks of the upmarket decorators' trade, including special paint finishes.

The popularity of this type of interior finish - marbelled, ragged and stencilled paintwork - has increased significantly and now there is a market for people who want to learn the methods, which are impossible to practice at home!

Mastermind of the workshop at Dalton Mills is Chris Westbrook, who says he can take up to 20 pupils at a time on courses of from one to three days. Individual price is £45 to £50 a day, but there is a £5 discount per day for groups ('of two or more'!).

The workshop is also Mr Westbrook's studio and as such sells some of his wares, in the Mill Gallery. Accommodation is not, of course, provided but the Keighley area of West Yorkshire has enough for small groups, and a little rustic charm as well.

Full details of courses and the Mill Gallery are from Chris Westbrook, Tel: 0535 600290.

Giant garden centre sets foreign food bait for visitors!

STOKE on Trent's giant garden centre, Bridgemere, has come up with two novel ideas to attract group bookings - a promotional video and a series of Taste of the World days out.

The 10-minute video, available free on receipt of a £5 security deposit, shows the 25-acre venue and pays particular attention to the Women's Institute Cottage Garden.

The Taste of the World days combine a tour of the relevant area's plant life - Central and South America, The Med, Himalayas and Nepal, and North America are offered - with an appropriate lunch. Guacamole, Picadillo Tacos and Chocolate Mousse is on offer for the South American day, for example. Talks and a demonstration still leave free time to shop.

Cost is a very reasonable £10.95 a head this year, going up £1 in 1992.

As a mealstop venue, Bridgemere can also be of use, though not at weekends and Bank Holidays. Its weekday group menu for £5.99 gives three courses plus tea or coffee. Afternoon tea - sandwiches, cakes, scone with jam and cream and tea or coffee - is £2.99 a head. All meals must be booked ahead.

Guided tours of Bridgemere are £1.50 if your clients are dining, £2 a head otherwise. The tour lasts an hour.

One acre of Bridgemere is under glass, so even inclement weather shouldn't wreck a trip to what claims to be the biggest and most comprehensive collection of plants for sale in the UK.

Bridgemere Garden World is near Stoke, Cheshire, Tel: 09365 381/382.

BTA officials fly the flag for Destination Britain.

World showcase for British tourism

OSTENDE is the host town for the British Tourist Authority's Destination Britain - a showcase of British tourist services.

The exhibition staged on February 26 to 28 is expected to attract group travel organisers from throughout the world, particularly Japanese, American and European firms.

Key partners in the show are the Channel Tunnel, British Rail and the ferry companies but the BTA is keen to attract any British tourist service to take stand space.

Details are from Helen Synott, BTA, Tel: 081 563 3220.

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1986 BEDFORD YMPS, 28 recliners, toilet, Webasto, tinted windows, curtains, tv, video, pa, vgc, £23,500 ono + VAT. Tel. (0382) 84902. (21165/BE)

BEDFORD PJK

29 SEATER, 1982

12 months test and taxed, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£9,750 + VAT ono

Tel. 061 624 7316

(21212/BE)

1982 YMT SUPREME, 53, radio/PA, tints, dec curtains, Bristol dome, engine o/haul 50,000 miles, clutch 37,000 miles, 12 months MoT, excellent condition, **£11,000 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.** (20884/BE)

BEDFORD YMT 1979, Plaxton Supreme IV, 53 seater, re-moquetted, 11 months test, good all round condition, ground floor, Bristol dome, radio/PA, side lockers, **£8,000 + VAT. Tel. (0922) 31590.** (21211/BE)

1974 BEDFORD DOMINANT I, 53 seater, PA, Telma, MoT January 1992, taxed, vgc, first to see will buy, **£3,000 + VAT. Tel. (0277) 354040 (Essex) anytime.** (21096/BE)

1977 BEDFORD YMT, Moseley Estoril II, 53 seater, body in above average condition, MoT Dec '91, **£3,850 + VAT. Grey's of Ely. Tel. (0353) 662300.** (21090/BE)

1983 BEFORD YMT DOMINANT SERVICE BUS, 63 moquette/formica backed seats plus standees. Luggage area, destination gear. MoT March 1992. Excellent all round condition. **£18,500 + VAT. Tel: BARFORDIAN COACHES 0234 870235.** (21213/BE)

BEDFORD PJK, 1978 (S), Duple Dominant, 29 seater, good all round condition, taxed October 1991, MoT April 1992. **£3,650 + VAT ono. Tel. 0364 42307 (Buckfastleigh, Devon).** (21221/BE)

1981 YMT SUPREME, 53, radio/PA, tints, dec curtains, Bristol dome, engine o/haul 8,000 miles, clutch 24,000 miles, 12 months MoT, excellent condition, **£10,000 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.** (20883/BE)

1973 YRT 53 SEATS, Leyland 401 engine, Duple Dominant, tested April 1992, taxed Oct, good all round condition, make a good contract motor, **try an offer around £2,000. Tel. Stoke-on-Trent (0782) 412372.** (21034/BE)

1975 BEDFORD YRQ PLAXTON ELITE III, 500 engine, 45 seats, MoT 19/4/92. **£3,000 + VAT. Tel. George Edwards & Son 0978 757281.** (21231/BE)

C REG 1986 Bedford YNT Plaxton, 53 seats, MoT March '92, **£35,000 plus VAT.** VG condition, recon engine. **Tel. Sandy (0862) 892085.** (21199/BE)

1979 BEDFORD YLQ, Plaxton Supreme, taxed, MoT June 1992. **£5,750 + VAT. Tel. 0934 833177.** (21202/BE)

1974 Bedford PJK 330, 29 seater coach, 12 months MoT, excellent order, **£2,000 + VAT. Tel. (0747) 830229 Wiltshire.** (21200/BE)

BEDFORD 10M YMP

500 Turbo 3200 Paramount Executive. 36/38 recliners + courier, toilet, water boiler, tinted double glazed, curtains, carpet, wired for video, TV, MoT Apr '92, excellent.

£26,950 + VAT ono

Tel. 0905 772301 (anytime) 0905 772301 (fax)

(21225/BE

1983 BEDFORD YNT 11m DUPLE DOMINANT III

53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.

£14,000 + VAT

Tel. 021-359 8877 No P/X

(20960/BED)

BEDFORD TURBO

53 seater, television, video, tinted windows, double glazed, twin micros, pa, radio cassette, extra running lights, Telma, taxed and MoT, finished in two pack paint.

£10,000 + VAT

Tel. 0457 868569

(21145/BE)

DAF

1982 DAF PLAXTON MB200

51 R, curtains, tinted windows, courier seat, good condition, MoT April '92.

£21,000 + VAT

Tel: 0279 435890

(21046/DAF)

FORD

FORD R1114 PLAXTON, 53 seats, ideal for school contracts etc, 1980 reg, **£4,250 + VAT. Tel. 0602 789466.** (21154/FO)

FORD 31/35 SEATER

Tables, television, video, twin micros, pa, tape deck, full draw curtains, MoT and taxed, finished in two pack paint.

£10,500 + VAT

Tel. 0457 868569

(21144/FO)

BRISTOL

BRISTOL VRT SL3, 1979 (T), ECW body, 74 seats + pen, single entrance, ex-West Yorkshire, tax July 1992, MoT August 1992. **£5,000 + VAT ono. Tel. 0364 42307 (Buckfastleigh, Devon).** (21223/BR)

DOUBLE DECKERS

BRISTOL VRT

1978, MoT 8/92, engine fitted 4/91	**£5,200**
1978, MoT 8/92	**£4,900**
1978, MoT expired	**£2,100**
1977, MoT 3/92	**£3,900**
1977, MoT 6/92	**£4,300**
1977, MoT expired	**£1,900**
1976, MoT 10/91	**£2,700**

Withdrawn from service due to midi replacements

Contact P. Bowran

(0782) 744744

Stoke on Trent PMT

(21219/DD)

DUPLE

1987

DUPLE 425

Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.

£45,000 + VAT ono

0202 537568 or 0929 554588

(21019/DU)

FORD

FORD R1114 DUPLE, 1979, MoT September 1992, taxed, power door, Telma, 2 owners from new, **£6,000 + VAT. Tel. (0934) 833177.** (21201/FO)

FORD R1014, 45 seater, 1975 (N), Duple Dominant, 7ft 6in wide body, turbo engine, Telma brake, Grant doors, taxed October 1991, short MoT. **£1,000 + VAT. Tel. 0364 42307 (Buckfastleigh, Devon).** (21222/FO)

FORD

1982 (X) FORD Dominant IV, 53 str, MoT June 92.....**£7,500**
1979 (T) FORD Plaxton Supreme, 53 str, MoT April 92.....**£4,500**
1979 (T) FORD Plaxton Supreme, 49 str, MoT May 92.....**£4,500**
1979 (T) FORD Plaxton Supreme, 53 str, MoT Nov 91.....**£4,500**
1978 (T) FORD Dominant II, 53 str, MoT Jan 92.....**£3,500**
1978 (S) FORD Plaxton Supreme, 53 str, MoT May 92.....**£4,000**
1977 (S) FORD Dominant, 53 str, MoT Feb 92.....**£2,500**
1977 (S) FORD Dominant, 53 str, MoT July 92.....**£2,000**
1976 (P) FORD Dominant, 53 str, MoT June 92.....**£1,750**
1976 (P) FORD Plaxton Supreme, 53 str, MoT Aug 91.....**£1,750**
1976 (P) FORD Plaxton Supreme, 53 str, MoT Dec 91.....**£1,750**
1975 (P) FORD Plaxton Elite, 53 str, MoT June 92.....**£1,750**
1975 (N) FORD Plaxton Elite, 53 str, MoT Dec 91.....**£1,500**

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1983 FORD DOMI III, power door, double glazed, wired for TV, video, **£8,250 + VAT. 1978 FORD DOMI II,** power door, heated screens, **£3,500 + VAT. Tel. 081 854 5978 or 0831 231560.**
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4 star, double glazed, toilet, 46 recliners, speed limiter, t&t, S/A.

£26,000 + VAT

Tel. (0244) 531042

(21113/LE)

1983 TIGER PARA 3500, 55 fixed, engine o/haul 88,000 miles, clutch 60,000 miles, 12 months MoT, **£30,000 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.**
(20886/LE)

LEYLAND

LEYLAND 245 TIGERS

Semi-autos, long MoTs.

1983, Y reg, DOMINANT IV, 53 seats.

1983, A reg, PLAXTON 3200, 44 recliners, toilet and servery.

1985 B reg PLAXTON 3200, 50 recliners.

1985 C reg PLAXTON 3500, low driver, 49 recliners and toilet.

1985 C reg PLAXTON 3500, low driver, 44 recliners, toilet and servery.

All in white. **Prices from £20,000 to £40,000 + VAT.**

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26/27 reclining seats plus courier, hot drinks, TV & video and air suspension. Purchase of new vehicles forces reluctant sale.

Offers

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Kent

(21196/LE)

1976 (R) LEOPARD SERVICE BUS, 51 seats, MoT April 1992. **£3,950.**
1976 (P) LEOPARD SUPREME EXPRESS, 49 seats, MoT June 1992. **£4,950.**
1979 (T) LEOPARD SUPREME MK IV, 53 seats, MoT December 1991. **£10,250.**
1984(A) TIGER 345 ZF PARAMOUNT 3500, 53 seats, toilet, video, radio cassette, tinted windows, MoT March 1992. **£35,000.**

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1985 LEYLAND TIGER 245/PLAXTON 3500

Choice of four – 49/51 Vogel recliners (grey or brown), ZF manual gearbox, Blaupunkt PA/radio/cassette system, fully drawn curtains, updated front and rear body – each in excellent condition. Used only 6 months each year hence low mileages – for sale due to fleet replacement.

£49,500 ono each

Part exchange considered

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(21099/LE)

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1981 (W), 53 re-upholstered seats, two speed axle, semi-automatic, Ferrodo retarder, 12 metres, tined windows, immaculate throughout, 12 months MoT.

£18,500

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(21218/LE)

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1990 (G) LEYLAND TIGER, PLAXTON 3500

L 10 Rated Engine — 12 metre Chassis
3 Star Plaxton Spec — 51 Seats & Crew

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Telma, air suspension, microphones, bed compartment, double glazed, moquette trim.

Choice of six vehicles in as new condition.

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Pneumocyclic box, Derwent body, 54 seats + 24 standees, MoT June 1992.

£42,500 + VAT ono

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(21158/LE)

LEYLAND LEOPARD Van Hool Oragon, 57 seats, low line, 680 engine, semi box, 9 months MoT, 1980 reg. **£8,250 + VAT. Tel. 0602 789466.**
(21156/LE)

ELME/SWIFT, 39 seater, 9.2m, new coach available for immediate delivery to Orion spec, finished in white with brown interior trim. Forced air vent, reading lights, power door, 3.5 cubic metre boot, tinted windows, curtains, courier seat, not registered. **POA. Contact Avondale International Ltd, Chris Swift on St. Annes 0253 727211 or Fax 0253 714210.**
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1982 LEYLAND CUB DUPLE DOMINANT, 31 seater service bus, 7ft 6in wide, low mileage, new test. **£7,250 + VAT. Tel. 069887 242 days or 289/264 eves and weekends.**
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1984 TIGER CARIBBEAN, 55 rec, tints, blinds, new engine 81,000 miles, clutch 8,000 miles, diff 6,000 miles, 12 months MoT, **£30,000 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.**
(20887/LE)

1984 TIGER PARA 3500, 53 rec, new engine approx 100,000 miles, clutch 6,000 miles, 12 months MoT, **£32,500 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.**
(20888/LE)

1985 LEYLAND TIGER, 245 Plaxton Paramount, low driver, 53 recliners, curtains, courier seat, radio cassette, good MoT, speed limiter, **any reasonable offer considered. 1978 LEYLAND LEOPARD** semi-auto, 47 recliners, curtains, very clean motor for year, **£6,750 ono + VAT. Tel. (0729) 822449, (0729) 823409 eves.**
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TIGER 245 Plaxton 3500, ZF box, full exec spec. **£32,500 ono + VAT. Tel. 061 777 9021.**
(21209/LE)

1979 LEYLAND LEOPARD DOMINANT II, semi-auto, 57 seats, re-seated 1990, tinted windows, radio/PA, chassilube, Kysor fan, extra heated, curtains, MoT 5/92, owner-driver last 5 years, excellent condition. **£7,950 + VAT. Tel. 051 426 5447.**
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LEYLAND

1979-80 LEOPARDS, choice of 2, various specs. **£10,500 each + VAT. Tel. 061 777 9021.** (21210/LE)

1983 TIGER PARA 3500, 53 rec, new engine 76,000 miles, clutch 35,000 miles, 12 months MoT, **£30,000 + VAT. King of the Road Coaches, Worthing. Tel. (0903) 34010/200245.** (20885/LE)

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1988 MERCEDES OPTARE

Auto, 31 seats, MoT 7/92, ex-Optare demo, very tidy throughout.

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Would consider p/x smaller coach.

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1988 F MERCEDES 609D, luxury conversion, large boot, 23 seater, tested June 1992, very good condition, **£16,500 + VAT. No offers. Tel. (0594) 563669 Gloucs.** (21040/ME)

1989 (F) MERCEDES 609D, Coachcraft, 21 seat luxury conversion, deep boot, skirts, saloon heater, luggage racks. **£17,500 + VAT. Tel. Browns Coaches, Pontefract 0977 647454.** (21206/ME)

MERCEDES

1990 MERCEDES 408D, 15 seater, Coachcraft conversion, Vogel seats, Bristol Dome, radio cassette, extract fan, very good condition. **£15,500 ono + VAT. Tel. 0742 460111.** (21215/ME)

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SEDDON ALEXANDRA Service Buses, R reg, 53 seats, 23 standees, used daily, Gardner engine, ZF gearbox, also one with 49 coach seats, all good MoT. **£2,250 each plus VAT. Tel. 0602 789466.** (21152/SE)

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36 recliners plus courier seat, wired for TV/video, rear floor mounted toilet and servery/coffee machine. Blaupunkt PA/radio/cassette. Low mileage.
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STARRIDER 29 seat high specification, luxury coach. Mercedes Benz 811D chassis, manual gearbox, coach seats with armrests, large luggage boot, luggage racks with individual reading lights and forced-air ventilation. Interior grey/red stripe. Exterior white. NEW

STARRIDER City Bus specification SRE model with 26 seats plus 15 standees. Mercedes Benz 811D chassis, automatic gearbox. Telma, 'fast-flow' entrance with full width power door, treadmaster floor. Interior grey/blue stripe. Exterior silver. Approximately 20,000 miles. Registered Sept 1990 'H'. Balance of manufacturers warranty. DEMO

STARRIDER 28 Lazzerini seats plus 8 standees, high specification City Bus. Mercedes Benz 811D chassis, automatic gearbox, Telma retarder, combined 'fast-flow' entrance/exit, electronic destination gear. Interior red pattern. Exterior cream/maroon. Approximately 50,000 miles. Registered May 1989 'F'. CHOICE OF TWO. USED

METRORIDER LWB City Bus, 29 seats plus 13 standees, fast-flow specification with full width entrance door. Integral build with Cummins engine and Allison automatic gearbox. All round disc brakes, Telma retarder, DiPTAC features. Approximately 10,000 miles. Registered March 1991. Balance of manufacturers warranties. DEMO

CITYPACER City Bus with 25 seats plus 5 standees. VW LT55 chassis, manual gearbox, twin-leaf power entrance door, Telma retarder, Eberspacher heating, DiPTAC features, interior grey with red stripe, exterior white, grey floor, soft trim interior, roof vent and tinted windows. NEW

CITYPACER 25 seats plus 9 standees. City Bus specification, VW LT55 chassis, manual gearbox, luggage pen, twin leaf power entrance door, Telma, retarder, Eberspacher heater, DiPTAC features. Interior grey with red stripe. Exterior white. Approximately 5,000 miles. Registered April 1991 'H'. Balance of manufacturers warranty. DEMO

CITYPACER Stage carriage specification, 25 seats plus 4 standees, VW GLT55 chassis, automatic gearbox, DiPTAC features, twin leaf power door, moquette trimmed bus seats, Treadmaster floor, soft trim to roof. registered 1986/7 'D'. Choice of several. USED

METRORIDER SWB City Bus, 23 seats plus 8 standees, luggage pen, twin leaf power entrance door. Integral build with Cummins engine and Allison automatic gearbox. All round disc brakes, Telma retarder, DiPTAC features. Approximately 14,000 miles. Registered March 1991. Balance of manufacturers warranties. DEMO

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1986 (C) Scania K112TR 3 axle double deck, Berkhof Eclipse, 76 Vogel recliners, radio P/A cassette, Webasto, twin-courier seat, hot drinks unit, refrigerator, Telma, toilet. These coaches were completely retrimmed 3 months ago, MoT 13/3/92.

1987 Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet, continental door, hot drinks unit, full Sutrak air conditioning, MoT 3/6/92.

1985 Volvo B10MT 3 axle twin decker, Berkhof Emporer, 64 Vogel recliners, radio P/A cassette, Webasto, hot drinks unit, driver's bunk and courier's seat, MoT 31/1/92.

1988 Volvo B10M Plaxton 3500, 53 recliners, radio P/A cassette, continental exit, hot drinks unit, MoT 2/11/91, new MoT could be arranged.

1988 DAF MB230 Caetano Algarve Super High, 51 recliners, radio P/A cassette and video, centre sunken toilet, driver's bunk, hot drinks unit, courier seat, continental door, MoT 5/4/92, this coach has been completely retrimmed 3 months ago (illustrated).

1988 DAF MB230 Caetano Algarve, 49 recliners, radio P/A cassette and video, rear sunken toilet and continental door, hot drinks unit, courier seat, MoT 4/5/92.

1980 YMP Bedford, 45 seater, Alexander bus body, not the prettiest bus in the world but a good workhorse, mechanically perfect with MoT 7/4/92. **£3,950 ono.**

1987 (E) Volvo B10M Berkhof, 49 Vogel recliners, courier seat, toilet, continental exit, driver's bunk, radio P/A cassette, hot drinks unit, full Sutrak air conditioning, MoT's May '92. Choice of three superb matching coaches.

1988 Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet, hot drinks unit, courier seat, continental door, MoT 26/7/92.

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Year	Model	Seats
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53
1988	Duple 425, Db/Glaz, UNDER OFFER WC, Kitchen	53
1988	Bedford/Duple, Radio/PA	57
1987	DAF/Caetano 11.6, Radio/PA	53
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77
Setras		
1989	S 215 HRI (Rational), WC SOLD Retarder, ABS, Many extras (warranty)	49/53
1989	S 210 H (Real), WC/Kitch SOLD der, ABS Many extras	28
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53
1983	S 215 HD (Optimal), WC/Kitchen, Driver's bunk TV/Video, Retarder, Many extras (warranty)	49
1983	S 215 H (Optimal), WC/Kitchen, TV/Video Retarder, Many extras (warranty)	49

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***Please note:* Year of registration does not necessarily denote year of manufacture.**

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(21149 WE)

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811 TURBO MERCEDES. PMT, 27 seats, wide body, full width coach seats, as above.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

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410D MERCEDES, 16 seat, full luxury, stock.

308 MERCEDES, 12 seat, luxury.

USED

1989 MERCEDES 814, 26 seats, full luxury, electric door, huge boot.

1989 MERCEDES 408, 15 seats, luxury.

1987 207 MERCEDES, 8 seats, non PSV, large luggage space.

1986 CAETANO, 19 seater.

1986 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1982 MERCEDES, 19 seats. New MoT.

STAGE CARRIAGE DUAL PURPOSE

1988 811 MERCEDES ALEXANDER, 33 seats, electric door plus standees.

1988 709D MERCEDES ALEXANDER, 25 seats, electric door, + standees.

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(17834/MB)

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80 V FORD PLAXTON, 45 seats, Turbo, tested.
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1985 B DAF SB 2300 Jonckheere P599, 49 + toilet, super coach.
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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, long test.

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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance.
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1981 (W) BOVA EUROPA, 53 seats, courier seat, radio/PA, MoT Dec '91.

1979 (T) VOLVO B58 DUPLE DOMINANT II, 53 seats, power door, MoT Sept '91.

1978 (S) VOLVO B58 PLAXTON SUPREME, semi-auto, 53 seats, power door, MoT Oct '91.

1974 (M) VOLVO B58 DUPLE DOMINANT I, 53 seats, power door, MoT expired.

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1987 (E) MERCEDES 609D (New Shape) Whittaker, 19 seater, radio/PA, curtains, large boot.

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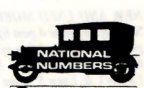

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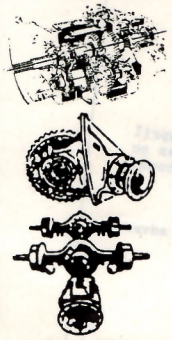

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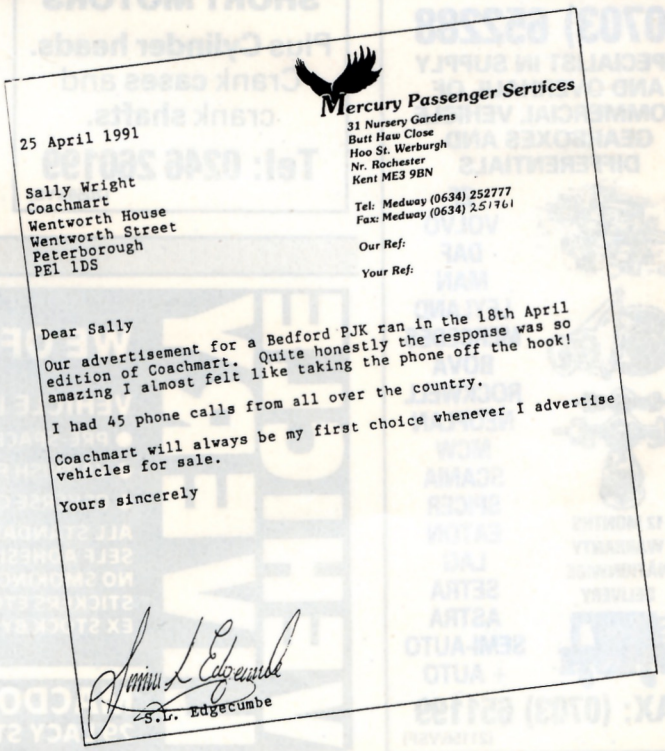

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1990 G MB230LT VAN HOOL ALIZEE H, 51R + TOILET.
1990 G SB3000DKV VAN HOOL ALIZEE DH, 51R + TOILET.
1990 G MB230LT VAN HOOL ALIZEE SH, 53R + TOILET.
1990 G SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 G SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F SB3000DKV VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F MB230LT PLAXTON 3500, 53R.
1989 F MB230LB PLAXTON 3500, 51R + TOILET.
1988 E MB230LT PLAXTON 3500, 53R + TOILET.
1988 E SB3000DKV VAN HOOL ALIZEE SH, 49R + TOILET.
1988 E SB3000DKV VAN HOOL ALIZEE DH, 51R + TOILET.
1988 E SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1988 E SB2305DHS DUPLE 340SL, 57R.
1988 E SB2305DHTD DUPLE 320SL, 57R.
1988 E MB230LB VAN HOOL ALIZEE SH, 53R + TOILET.
1988 E MB230LB VAN HOOL ALIZEE H, 51R + TOILET.
1988 E MB230LT, PLAXTON 3500, 53R + TOILET.
1988 E MB230LB PLAXTON 3500, 53R.
1988 F MB230LB PLAXTON 3500, 51R + TOILET.
1987 E MB230DKFL PLAXTON 3500, 55R.
1987 D MB230DKFL VAN HOOL ALIZEE H, 55R.
1987 D SB2305DHTD PLAXTON 3200, 57.

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1989 F DAF SB2305DHTD PLAXTON 3200 DH, 57.
1987 D DAF SB2305DHTD PLAXTON 3200 DH, 53R.
1985 B DAF SB2300DHS PLAXTON 3200, 53R.
1986 D SB2305DHTD PLAXTON 3200 LOW DRIVER, 55E.
1986 C MB230DKVL DUPLE 340 SLX, 52R + TOILET.
1986 C MB200DKFL PLAXTON 3500, 51R + TOILET.
1983 PP MB200DKFL JONKCHEERE P50, 49R + TOILET.
1983 A MB200DKL MOSELEY ALPHA, 53R.
1989 F VOLVO B10M JONCKHEERE DEAUVILLE, 49R + TOILET+ AIR COND.
1987 D VOLVO B10M PLAXTON 3500, 51R + TOILET.
1989 F VOLVO B10M VAN HOOL ALIZEE H, 53R.
1987 E SCANIA K112 VAN HOOL DH, 49R + TOILET.
1978 T BEDFORD YMT PLAXTON EXPRESS, 53.
1985 B FORD PLAXTON 3200, 35.
1982 Y FORD PLAXTON SUPREME, 35.
1980 V BEDFORD PJK PLAXTON SUPREME, 29.
1985 C BEDFORD YMV PLAXTON 3200, 53.
1984 A LEYLAND TIGER 245, LAG GALAXY, 49R + TOILET.
1981 W LEYLAND LEOPARD PLAXTON SUPREME, 53.
1978 S LEYLAND LEOPARD DUPLE DOMINANT II, 53.
1985 C BOVA FUTURA 49R + TOILET + AIR COND.

VAN HOOL (UK) LIMITED

DURING OFFICE HOURS TEL. 0933 440221

AFTER HOURS & WEEKENDS CONTACT

John Dover **084421 7994** or **0836 280951,** London and Eastern Area UK,
Malcolm J Watkins **0568 84637** or **0836 349938,** Western Area UK

1989 LAG PANORAMIC EXECUTIVE COACH. Cummins L10 powered, ABS, Telma, 49 reclining seats, courier, centre Cont. door and steps, double glazed, curtains, bunk. **Full Sutrak air conditioning**, 2 x video, water boiler, fridge, radio, PA, tape, Webasto, plus usual LAG 'extras'.

1988 DAF SB2305 DHS CAETANO ALGARVE. 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1988 VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV/video, courier seat, double glazing and curtains.

1987 SCANIA K112/PLAXTON 3500. Telma retarder, 51/55 (demountable). Video system, water boiler, double glazed with curtains, centre toilet and steps and Cont. door.

1987 MERCEDES BENZ 609D REEVE BURGESS. 19 seater, full soft trim coach seats, carpets, racks and boot, radio, P.A., tape. Long MoT.

1986 SETRA 215HD. 49 recliners, centre sunken toilet, Cont. steps, powered Cont. door, wired for water boiler, video equipment, fridge, radio PA and tape, carpet, centre aisle, curtains to side windows, finished in white, usual Setra spec.

1984 BOVA EUROPA MARK 3. 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA and tape and plug door, repainted in white.

1980 DAF PLAXTON SUPREME 4. 57 seater, radio, PA, tape, side lockers, power door, new MoT.

1976 LEYLAND LEOPARD/DUPLE DOMINANT. 51 seats, semi-auto, Grant door, long MoT.

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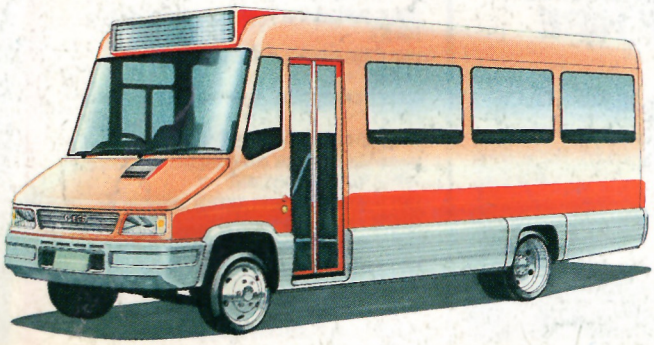

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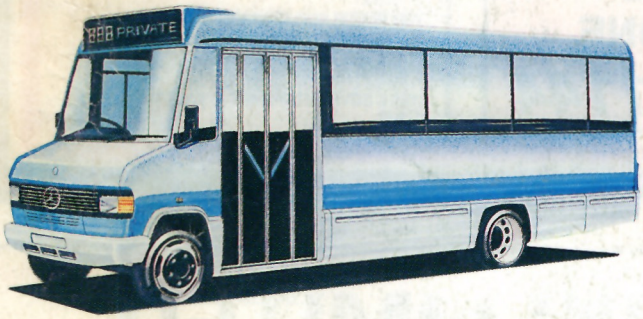
BUS, D.P. AND COMMUNITY SPECIFICATION



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709 811 814
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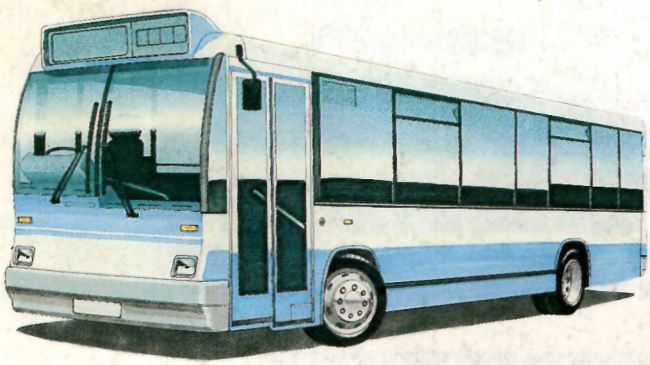

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